VIRONMENTAL IMPACT REPORT

CITY AND COUNTY OF SAN FRANCISCO PLANNING DEPARTMENT

491 Bayshore Boulevard, Home Depot

2001.0062E

State Clearinghouse No. 2000032010

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Draft EIR Publication Date: March 29, 2003
Draft EIR Public Hearing Date: May 1, 2003
Draft EIR Publication Comment Period: March 29 – May 13, 2003

Written comments on this document should be sent to:
Paul E. Maltzer
Environmental Review Officer
San Francisco Planning Department
1660 Mission Street, San Francisco CA 94103

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I. SUMMARY

A. INTRODUCTION

This is the Draft Environmental Impact Report (EIR) prepared in accordance with the California Environmental Quality Act (CEQA) for the proposed demolition of two vacant buildings at 491 Bayshore Boulevard /196 Loomis Avenue between Bayshore Boulevard and Loomis Street at Waterloo Street, and the construction of an approximately 153,089-square-foot (sq.-ft.) home improvement center and a separate parking garage for about 550 parking spaces.

An application for environmental evaluation for the Home Depot Project (the "Project") was filed on January 23, 2001. On the basis of the Initial Study published on March 9, 2002, the San Francisco Planning Department determined that an EIR is required. (See Appendix A – Initial Study.) This EIR is intended to provide information on the environmental effects concerning the proposed 491 Bayshore Boulevard /196 Loomis Avenue Home Depot Project to allow the San Francisco Planning Commission to make an informed decision on the project.[1]

B. PROJECT DESCRIPTION

The project site is a rectangular lot on the east side of Bayshore Boulevard and west side of Loomis Street in the northwest portion of the Bayview-Hunters Point area of San Francisco, adjacent to the Bernal Heights neighborhood. The 249,699 sq.-ft. site (approximately 5.73 acres) currently contains two vacant buildings: an approximately 76,846 sq.-ft. former home improvement and building supply store (Goodman Lumber Company), and a former retail home furnishing and supply store (Whole Earth Access), at approximately 30,500 sq.ft. (total 107,346 sq.ft.). The site is relatively flat with a slight downward slope to the east.

[1] A Preliminary Mitigated Negative Declaration was published on September 29, 2001 and appealed to the Planning Commission. Upon further analysis, the Planning Department determined that an Environmental Impact Report (EIR) was required. The issues raised in the appeals will be addressed in the EIR.

The project sponsor, Home Depot, proposes to construct a two-story, approximately 153,089 sq.-ft. home improvement center with approximately 96,250 sq.ft. on the main floor, 38,405 sq.ft. on the second floor, and an approximately 8,546 sq.-ft. outdoor-garden center plus a 9,888 sq.-ft., enclosed greenhouse. A separate, attached parking garage consisting of two levels with rooftop parking totaling 550 parking spaces would also be constructed. The buildings would be approximately 40 feet in height. Vehicular access to the parking garage would be from Bayshore Boulevard, where Cortland Avenue dead-ends into Bayshore Boulevard, and secondary access would be on Loomis and Waterloo Streets. A customer pick-up lane would be provided on the ground level of the parking facility with egress onto Bayshore Boulevard, just north of the Cortland Avenue intersection. Four general freight-loading spaces would be provided. Traffic signals and pedestrian crosswalks would be installed at Bayshore Boulevard and Cortland Avenue, a left-turn pocket would be created for southbound Bayshore Boulevard traffic to enter the project site, the median on Bayshore Boulevard just north of the project site would be changed to allow northbound traffic to make U-turns, and the existing northbound left-turn pocket would be extended.

Following completion and certification of the Final EIR, the project would require the following approvals:

- Department of Public Works approval for curb cuts on Bayshore Boulevard and Loomis Avenue.
- Planning Department staff-initiated discretionary review before the Planning Commission.
- Department of Building Inspection approvals of demolition and building permits.
- Department of Parking and Traffic and the Interdepartmental Staff Committee on Traffic and Transportation (ISCOTT) approval for the installation of new traffic signals and pedestrian crosswalks at Bayshore Boulevard and Cortland Avenue, the creation and extension of north and south bound left-turn pockets on Bayshore Boulevard, and the change to the median on Bayshore Boulevard.
- Board of Supervisors approval of the southbound Bayshore left-turn pocket and changes to median on Bayshore Boulevard.

C. MAIN ENVIRONMENTAL EFFECTS

This EIR for the Project focuses on the issues of transportation and air quality. All other potential environmental effects were found to be at a less-than-significant level or to be mitigated to a less-than-significant level with mitigation measures to be implemented by the project sponsor. (Please see the Initial Study, included in this document as Appendix A, for analysis of other environmental issues.) In addition, this EIR discusses land use, zoning and general plan consistency, hazards, and cultural resources for informational purposes, although these impacts were found to be less-than-significant in the Initial Study.

Land Use, Zoning and General Plan Consistency (page 35)

The project site is within an M-1 (Light Industrial) Zoning District and a 65-J Height and Bulk District. The San Francisco *Planning Code* describes the M-1 District as providing lands for industrial development that, in general, are more suitable for smaller industries dependent upon truck transportation. In M-1 Districts, most industries are permitted, but some with particularly noxious characteristics are excluded. The permitted uses in M-1 Districts have certain requirements as to enclosure, screening and minimum distance from Residential Districts.

In January 2002, the Planning Commission established an Industrial Protection Zone Special Use District (IPZSUD) to protect and preserve production, distribution and repair land uses and activities from competing higher priced land uses and activities in some parts of the City. The proposed project site is within the IPZSUD, and the project would be a permitted use.

The project site is in the northwest portion of the Bayview-Hunters Point neighborhood, near the eastern border of the Bernal Heights neighborhood. The buildings in the general area range from one to two stories, are large in mass/bulk, with a mix of commercial activity, both industrial and retail in character. Some of the uses located immediately adjacent to the project site include fast food, grocery, home improvement, auto body repair, and warehouse. In the vicinity of the project site, U.S. 101 has north- and southbound off-ramps at Silver Avenue, and I-280 has on- and off-ramps west of Alemany Boulevard/Industrial Street. U.S. 101 and I-280 merge at Cesar Chavez Street just south of the project site at the Alemany interchange.

The proposed project would be a large development containing some of the previous uses on the site, and would increase the density of uses, number of customers and amount of vehicles on the site. The proposed project, however, would not essentially change the existing retail/light industrial character or physical arrangement of the area. The use would be generally compatible with the mix of surrounding commercial and industrial uses in a dense urban area.

Transportation (page 42)

The transportation study performed for the proposed project reviewed conditions at five freeway on-ramps and fourteen key intersections (signalized and stop-sign controlled) in the vicinity of the project site. During the weekday PM peak hour, four of the five study freeway on-ramps operate at LOS C. However, the I-280 westbound on-ramp from Alemany Boulevard currently operates at LOS F due to the high volume of commute traffic exiting San Francisco during this time period. During the Saturday midday peak hour, four of the five study freeway on-ramps operate at LOS B or C. The U.S. 101 northbound on-ramp from Bayshore/Cesar Chavez, however, currently operates at LOS F due to high traffic volumes on the freeway and the general traffic congestion on U.S. 101/I-80 through downtown San Francisco.

During the weekday PM peak hour, all signalized intersections operate with acceptable operating conditions (LOS D or better). In addition, at the four STOP-controlled intersections, the worst STOP-controlled approaches all operate with acceptable conditions. During the Saturday midday peak hour, all signalized intersections and all worst approaches at the STOP-controlled intersections operate at LOS D or better.

Overall, the proposed project would generate 848 vehicle-trips during the weekday PM peak hour (generally 5:00 to 6:00 p.m.), of which 409 vehicle-trips would be inbound to the site and 439 vehicle-trips would be outbound from the site. During the Saturday midday peak hour (primarily 12:00 to 1:00 p.m.), the proposed project would generate about 1,268 vehicle-trips, of which 657 vehicle-trips would be inbound and 611 vehicle-trips would be outbound. During the weekday peak hour of activity (usually in the midday), the proposed project would generate about 1,060 vehicle-trips, of which 551 vehicle-trips would be inbound and 509 vehicle-trips would be outbound.

The addition of the vehicle-trips generated by the proposed project would not change the operating conditions at the study locations for either the weekday PM peak hour or the Saturday midday peak hour analyses. All analysis freeway on-ramps would continue to operate at the same levels of service as under existing conditions.

Although the overall levels of service would remain similar, the increase in vehicles destined to and from the proposed project would result in a moderate increase in delay at individual movements at several study intersections. As such, vehicles making these movements may experience somewhat higher delays than vehicles at the intersection as a whole, but these impacts would not be enough to constitute significant impacts. The increase in delay at these individual movements would not result in the intersection operating at unacceptable service levels. In addition, the proposed project would also result in increases in traffic volumes at several movements at the study intersections. The increased volume would not increase the average delay per vehicle at the individual movements or the intersections as a whole.

To supplement the analysis of the intersection operating conditions, a queuing analysis was performed for the weekday PM peak hour, the weekday midday peak hour, and the Saturday midday peak hour of activity at the intersection of Bayshore/Cortland, where the main project driveway would be located. At the southbound left-turn from Bayshore Boulevard to the project driveway, average queues would be about 50 to 100 feet long. As a result, the proposed left-turn pocket of 180 feet would be sufficient to accommodate the left-turning queues.

At the northbound left-turn from Bayshore Boulevard to westbound Cortland Avenue, the pocket is about 140 feet long. On average, the queues that would develop as a result of the project could still be accommodated within the existing pocket. There would be times, however, that the queues would extend past the existing pocket, potentially affecting operations of the adjacent northbound through lane. To reduce this potential, as part of the project, the northbound left-turn pocket would be extended by at least 70 feet (to a total length of 210 feet) by carving additional length from the center concrete island.

At the eastbound approach of Cortland Avenue to Bayshore Boulevard, the maximum queues that currently develop extend about 105 to 160 feet (up to the U.S. 101 overpass). With the proposed project, the addition of project-related traffic and adjustments to the signal timing would result in the lengthening

of the eastbound queue. Without improvement measures for changes on Cortland Avenue, the average queues would be about 185 feet during the weekday PM peak hour and 275 feet during the Saturday midday peak hour (both of which would extend underneath the U.S. 101 overpass). The 95th percentile queues would be about 210 feet long during the weekday midday peak hour of activity, 305 feet during the weekday PM peak hour and 460 feet during the Saturday midday peak hour. This 95th percentile queue during the Saturday midday peak hour would extend to the intersection of Cortland/Peralta.

The proposed project would generate relatively few transit trips on weekdays and weekends, as transit trips to and from the proposed project would generally be limited to employees or customers from the nearby area. As such, there is not anticipated to be an adverse increase in the number of riders on the adjacent transit lines as a result of the proposed project.

The proposed project would be required to provide 503 off-street parking spaces per the San Francisco *Planning Code*. In addition, the proposed project would have a maximum parking demand (for both customers and employees) of 502 spaces during the weekday midday peak period and 539 spaces during the weekend midday peak period. Since the proposed project would include 550 parking spaces, it would meet the *Planning Code* requirements and meet the anticipated parking demand.

Due to the nature of Home Depot business, it is not anticipated that many customers would walk to access the proposed project, although some employees may walk to and from work. As such, with the development of the proposed project, the number of pedestrian trips would only slightly increase in the nearby vicinity. The anticipated increase in additional pedestrians in the area could be accommodated on the existing sidewalks and crosswalks. As these facilities currently have relatively low pedestrian volumes, pedestrian conditions would continue to remain acceptable.

Based on information from a similar Home Depot store, it was estimated that the proposed project would generate 30 daily delivery trips per day (approximately 15 semi tractor-trailers and 15 small trucks/vans). The Project Sponsor has estimated that there would be a peak demand for four loading docks (two long-term and two short-term) at the proposed project. The San Francisco *Planning Code* requires that the proposed project provide four off-street loading spaces. The proposed project would provide four loading docks in an area located at the north-east corner of the site, plus a separate customer loading area.

As such, the proposed supply of four loading docks would meet the anticipated demand and *Planning Code* requirements.

Project construction is expected to take about 16 months, with staging of most construction equipment and materials occurring within the project site and on Loomis Street, and would have minimal impact on other adjacent streets. Throughout the construction period, there would be a flow of construction-related trucks into and out of the site. During the peak construction period, there are estimated to be 30 to 40 workers per day at the site. It is anticipated that the addition of worker-related vehicle or transit trips would not substantially affect the transportation conditions. It is expected that the Muni bus stop located on Bayshore Boulevard directly in front of the vacant Goodman Lumber building may need to be temporarily relocated during some construction phases of the proposed project. During these times, if it were determined that a temporary Muni bus stop relocation would be needed, it would be coordinated with the Muni Street Operations/Special Events office.

By the year 2015, cumulative traffic would result in an increase in congestion on U.S. 101, I-280 and the nearby on-ramps. The increase in cumulative traffic would cause all five study on-ramp locations to operate at LOS F during the weekday PM peak hour and two of the on-ramp locations to operate at LOS F during the Saturday midday peak hour. At these locations, there would be the potential for frequent breakdowns to occur along the freeway, and for substantial queues to form on the on-ramps due to the volume of traffic on the freeway. The new vehicle-trips generated by the proposed project would contribute to the poor operating conditions at the LOS F on-ramps.

To alleviate poor operating conditions on U.S. 101, I-280 and the study on-ramps, additional freeway mainline capacity would be needed. In general, the provision of additional lanes on the on-ramps, or individual on-ramp improvements (such as wider shoulders or longer acceleration lanes) would not allow for more vehicles to enter the freeway without additional improvements to the freeway mainlines. Likewise, the implementation of ramp-metering would not improve on-ramp operations, since metering reduces the traffic volumes that can enter the freeway. Consequently, the proposed project's contribution to the poor on-ramp conditions would be considered a significant unavoidable cumulative impact.

For the cumulative traffic conditions in the year 2015, the weekday PM peak hour and the Saturday midday peak hour study intersections would all operate acceptably (LOS D or better), except the intersection of Mission/Cortland, which would operate at LOS F.

Under 2015 cumulative conditions, the Mission/Cortland intersection would operate at LOS F during both the weekday PM peak hour and Saturday midday peak hour. The poor operating conditions would be due to the increase in overall cumulative traffic volumes at the intersection, which would make it difficult for vehicles to turn left from southbound Mission Street to Cortland Avenue. The project's contribution to this adverse condition would be significant. However, operations of this left turn movement could be improved by creating a left-turn only phase in the traffic signal plan (left-turns would still be permitted during the northbound/southbound phase). With this mitigation measure, the intersection would operate at LOS C during the weekday PM peak hour and LOS D during the Saturday midday peak hour.

Air Quality (page 81)

Air quality impacts would result from project construction and operation. Construction emissions, primarily dust generated by earthmoving activities and criteria air pollutants emitted by construction vehicles, would have a short-term effect on air quality. Operational emissions, generated by project-related traffic and by combustion of natural gas for building space and water heating, would affect air quality throughout the lifetime of the project. Transportation sources, such as project-generated vehicles, would account for over 90 percent of operational project-related emissions. Stationary source emissions would be less-than-significant.

Carbon monoxide (CO) concentrations were modeled for project-generated traffic at the four nearby intersections that meet the Bay Area Air Quality Management District criteria. The predicted one-hour and eight-hour averaged CO concentrations would be below the applicable state/federal standards. Therefore, impacts on local air quality would be less than significant.

Regional emissions from auto travel of reactive hydrocarbons and oxides of nitrogen (two precursors of ozone), and PM_{10} (particulate matter, 10 micron) can affect regional air quality outside the project vicinity. The project-generated increase in vehicle emissions would exceed the BAAQMD threshold of

significance for emissions of reactive organic gases (ROG), and would be considered to have a significant adverse environmental effect on regional air quality.

Project impacts related to toxic air contaminants (diesel exhaust particulate) would be well below the BAAQMD thresholds of significance and would be less-than-significant.

Hazardous Materials (page 93)

Lead concentrations and chromium exceeding the hazardous waste threshold were detected in the subsurface soil at the site. The presence of lead and chromium contamination could present a health risk to construction workers if not properly handled during excavation. In addition, chromium and lead-impacted soil that is excavated from the site could present substantial human health risks if improperly disposed or reused in areas that may result in human contact. Mitigation would consist of the removal of hazardous substances and their disposal at an approved disposal site, or other appropriate mitigation. Site Mitigation Plans (SMP) have been submitted to the appropriate city or federal agencies and would be revised before a building permit is issued. Compliance with an approved SMP and existing regulations would reduce any potential impacts related to contaminated soil or groundwater to a less-than-significant level.

The existing buildings on the project site were constructed in the 1950s and 1960s, a period of time when asbestos was used in buildings. Asbestos materials may be found within the existing structures on site that are proposed to be demolished as part of the project. All asbestos identified must be removed and properly disposed of prior to demolition of the buildings. Regulations and procedures already established as part of the permit review process would ensure that any potential impacts due to asbestos would be reduced to a less-than-significant impact.

Demolition of the existing buildings could create exposure to lead-based paint. These materials could expose workers and persons in close proximity, including off-site locations. Compliance with procedures required as part of the *San Francisco Building Code* would ensure that potential impacts due to lead-based paint would be reduced to a less-than-significant level.

Improper handling or disposal of discarded equipment (i.e., fluorescent light fixtures) in the existing buildings could result in human or environmental exposure to liquid material containing PCBs.

Adherence to standard precautionary measures would reduce the potential hazards associated with PCB exposure to a less-than-significant level.

Due to the presence of contaminated soil, there may be localized areas of groundwater contamination on the site that would have to be removed (dewatered) during excavation of the project. Adherence to the San Francisco Industrial Waste Ordinance would minimize public health exposure to hazardous materials present in the dewatering discharge and reduce potential impacts to a less-than-significant level.

Based on the above, with mitigation, the proposed project would not result in significant impacts related to hazardous materials located on the project site.

Cultural Resources (page 101)

The project site is generally situated in what was, prior to the arrival of the first Europeans, the northwestern portion of the territory occupied by the Costanoan people, a Native American group also referred to in anthropological literature as the Ohlone. The natural setting of the project site, situated amidst the salt-marshes surrounding Islais Creek on the interface of the wet and dry environmental zones, was a generally favorable environmental setting for the encampments of aboriginal hunters and gatherers. Although no prehistoric/protohistoric resources are known to exist on the project site, numerous archaeological sites have been recorded in the Islais Creek region.

As far as can be determined from historical records, the area surrounding and including the project site remained in a completely natural state throughout the Spanish/Mexican and Gold Rush eras. The marshy tract that characterized much of the project area and Islais Creek neighborhood was finally transformed into buildable land by the first half of the 20th Century. It was not until the 1950s that a number of industries and businesses began to occupy this area.

Given the multiplicity of documented, prehistoric deposits in the project area, the project site should be deemed a zone of high prehistoric/protohistoric archaeological sensitivity and a mitigation measure is necessary to reduce the project's potential impact on subsurface cultural resources to a level of insignificance.

Growth Inducement (page 103)

The proposed project would replace two existing buildings, totaling 107,372 sq.ft., with an approximately 153,089 sq.-ft. home improvement store and a 550-space parking garage. This would intensify the use of the site, but would not be expected to substantially alter development patterns in the northwest Bayview-Hunters Point area or elsewhere in San Francisco. The project site is in an urbanized area that is intensively developed and that already supports substantial amounts of light industrial, warehouse, commercial, and residential development in surrounding blocks.

The addition of the home improvement store and parking garage would increase the daily population on the project site by approximately 2,500 to 3,300 people. This daily population would consist of approximately 75 to 100 employees and as many as 2,500 to 3,000 shoppers per day. It is anticipated that most of the new employees would already reside in San Francisco, while some employees from outside the City may seek housing within the City boundaries. The number of on-site employees relocating from outside San Francisco would be small in proportion to San Francisco's overall population, and would not represent a substantial growth in population or concentration in the neighborhood, City, or region.

The proposed project is located in an urban area and would not necessitate or induce the extension of municipal infrastructure. The project may induce commercial growth in the area, but such growth would be part of the planned growth for the City. Therefore, the proposed project would not have a significant effect on growth inducement.

D. MITIGATION MEASURES (page 105)

MEASURES THAT WOULD BE IMPLEMENTED BY PUBLIC AGENCIES

Transportation

In the year 2015, the cumulative conditions at the Mission Street/Cortland Avenue intersection would operate at LOS F during both the weekday PM peak hour and Saturday midday peak hour. The poor operating conditions would be due to the increase in overall traffic volumes at the intersection, making it difficult for vehicles to turn left from southbound Mission Street to Cortland Avenue. The project's contribution to this adverse condition would be significant, however, operations of this left turn movement could be improved by creating a left-turn phase (left-turns would be permitted during the northbound/southbound phase, but would have their

own protected left turn phase as well). With this mitigation improvement, the intersection would operate at LOS C during the weekday PM peak hour and LOS D during the Saturday midday peak hour.

MEASURES PROPOSED AS PART OF THE PROJECT

Construction Air Quality

The project sponsor shall require the construction contractor(s) to spray the project site with water during excavation, grading, and site preparation activities; spray unpaved construction areas with water at least twice per day; cover stockpiles of soil, sand, and other such material; cover trucks hauling debris, soils, sand or other such material; and sweep surrounding streets during these periods at least once per day to reduce particulate emissions. Ordinance 175-91, passed by the Board of Supervisors on May 6, 1991, requires that non-potable water be used for dust control activities. Therefore, the project sponsor shall require the construction contractor(s) to obtain reclaimed water from the Clean Water Program for this purpose.

The project sponsor shall require the project contractor(s) to maintain and operate construction equipment so as to minimize exhaust emissions of particulates and other pollutants, by such means as prohibiting idling motors when equipment is not in use or when trucks are waiting in queues, and implementing specific maintenance programs to reduce emissions for equipment that would be in frequent use for much of the construction period.

In addition to the standard mitigation procedures above, the following additional measures shall be implemented due to proximity of a sensitive receptor (the Montessori School on Loomis and Industrial Streets):

- Contractors will suspend dust-producing activities when wind (instantaneous gusts) exceeds 25 mph.
- The project sponsor will require the construction contractor to designate a dust-control coordinator who will respond to dust complaints. This person's name and phone number will be posted prominently on the project site and provided to the Big City Montessori School. This person shall respond to complaints within 24-hours or less and shall have the authority to take corrective action.
- Watering will be used to control dust generation during demolition of structures and break-up of pavement.
- Dust-proof chutes to load debris into trucks will be used whenever feasible.

Hazards

The project sponsor shall follow the mitigation measures delineated and described in the William Dubovsky Environmental Site Mitigation Plan, SGI's Amended Site Mitigation Plan, and comply with the requirements set forth in DPH's letters dated June 11, 2001 and August 9, 2001, and any further guidelines and revisions set by the DPH, including the implementation of the Health and Safety Plan (HSP). The project sponsor must take the following actions prior to

approval and issuance by the San Francisco Planning Department of the building permit application for construction of the new buildings on the project site.

Preparation of Revised Site Mitigation Plan

Based on the results of the Phase II Environmental Site Assessment (ESA) soil tests, Environmental Health Management Section-Hazardous Waste Unit (EHS-HWU) determined the soils on the project site are contaminated with lead, petroleum hydrocarbons, total chromium, or other materials associated with previous businesses on the site. The project sponsor shall submit a detailed Project Construction/Excavation Plan and a revised Site Mitigation Plan (SMP) to EHS-HWU at 1390 Market Street, Suite 822, San Francisco, California 94102 for review and approval.

The revised SMP shall include a discussion of the level of contamination of soils on the project site by petroleum hydrocarbons, lead, total chromium or other hazardous materials and implementation measures for managing contaminated soils on the site, including, but not limited to: 1) the removal of the contaminated soils; and 2) the specific practices to be used to handle, haul, and dispose of contaminated soils on the site, including, but not limited to, the measures listed below.

Preparation of a Revised Health and Safety Plan

The project sponsor shall submit a revised Health and Safety Plan (HSP), prepared in accordance with State of California Occupational Safety and Health Administration Guidelines, to the San Francisco Department of Public Health, Environmental Health Management Section- Hazardous Waste Unit (EHS-HWU) at 1390 Market Street, Suite 822, San Francisco, California 94102 for review, approval, and implementation. The HSP shall be prepared by a Health and Safety Officer certified by the State of California. The HSP shall contain an analysis of potential hazards on the project site, including exposure petroleum hydrocarbons, or other hazardous materials associated with gas and oil facility, that may be encountered by workers on the project site; and precautions to mitigate the potential hazards. As noted in the Amended SMP submitted by the project sponsor to EHS-HWU, an HSP shall be submitted at least two weeks prior to commencement of any redevelopment site work.

Handling, Hauling, and Disposal of Contaminated Soils

(a) specific work practices: If the project sponsor assumes that the soils on the project site are contaminated with lead, total chromium, petroleum hydrocarbons, or other hazardous materials associated with gas and oil facility at or above potentially hazardous levels; or if, based on the results of the soil tests conducted, DPH determines that the soils on the project site are contaminated with lead, total chromium, petroleum hydrocarbons, or other hazardous materials at or above potentially hazardous levels, the construction contractor shall be alert for the presence of such soils during excavation and other construction activities on the site (detected through soil odor, color, and texture and results of on-site soil testing), and shall be prepared to handle, profile (i.e., characterize), and dispose of such soils appropriately (i.e., as dictated by local, state, and federal regulations, including Cal-OSHA safe work practices) if and when such soils are encountered on the site.

(b) dust suppression: The construction contractor shall keep soils exposed during excavation for site preparation and project construction moist throughout the time they are exposed, both during and after work hours.

(c) surface water runoff control: Where soils are stockpiled, the construction contractor shall use visqueen to create an impermeable liner, both beneath and on top of the soils, with a berm to contain any potential surface water runoff from the soil stockpiles during inclement weather.

(d) soils replacement: If necessary, the construction contractor shall use clean fill or other suitable material(s) to bring portions of the project site, where contaminated soils have been excavated and removed, up to construction grade.

(e) hauling and disposal: The construction contractor shall haul contaminated soils off the project site by waste hauling trucks appropriately certified with the State of California and adequately covered to prevent dispersion of the soils during transit, and shall dispose of contaminated soils at a permitted hazardous waste disposal facility registered with the State of California or other appropriate agency.

Preparation of Closure/Certification Report

After excavation and foundation construction activities are completed, the project sponsor shall prepare and submit a closure/certification report to the San Francisco Department of Public Health, Environmental Health Management Section-Hazardous Waste Unit (EHS-HWU) for review and approval at 1390 Market Street, Suite 822, San Francisco, California 94102. The closure/certification report shall include the mitigation measures in the SMP for handling and removing contaminated soils from the project site, whether the construction contractor modified any of these mitigation measures, and how and why the construction contractor modified those mitigation measures.

Deed Recordation on Remaining Contaminated Soils

If potentially hazardous levels of petroleum hydrocarbons, lead, total chromium or other hazardous materials associated with gas and oil facility remain in soils on the project site after project construction and if both of the following circumstances are met, the project sponsor shall file a recordation on the deed for the subject property that indicates the need to take special precautions during future disturbance of the soils on the property due to certain on-site soil conditions:

(a) The project sponsor assumes that the soils on the project site are contaminated with lead, total chromium or petroleum hydrocarbons at or above potentially hazardous levels; *OR* based on the results of the soil tests conducted, DPH determines that the soils on the project site are contaminated with lead, total chromium or petroleum hydrocarbons at or above potentially hazardous levels; *and*

(b) Potentially hazardous levels of lead, total chromium or petroleum hydrocarbons remain in soils on the project site.

Cultural Resources

The following mitigation measure is required to avoid any potential adverse effect from the proposed project on accidentally discovered buried or submerged historical resources as defined in *CEQA Guidelines* Section 15064.5(a)(c). The project sponsor shall distribute the Planning Department archeological resource "ALERT" sheet to the project prime contractor; to any project subcontractor (including demolition, excavation, grading, foundation, pile driving, etc. firms); or utilities firm involved in soils disturbing activities within the project site. Prior to any soils disturbing activities being undertaken, each contractor is responsible for ensuring that the "ALERT" sheet is circulated to all field personnel, including machine operators, field crew, pile drivers, supervisory personnel, etc. The project sponsor shall provide the Environmental Review Officer (ERO) with a signed affidavit from the responsible parties (prime contractor, subcontractor(s), and utilities firm) to the ERO confirming that all field personnel have received copies of the Alert Sheet.

Should any indication of an archeological resource be encountered during any soils disturbing activity of the project, the project Head Foreman and/or project sponsor shall immediately notify the ERO and shall immediately suspend any soils disturbing activities in the vicinity of the discovery until the ERO has determined what additional measures should be undertaken.

If the ERO determines that an archeological resource may be present within the project site, the project sponsor shall retain the services of a qualified archeological consultant. The archeological consultant shall advise the ERO as to whether the discovery is an archeological resource, retains sufficient integrity, and is of potential scientific/historical/cultural significance. If an archeological resource is present, the archeological consultant shall identify and evaluate the archeological resource. The archeological consultant shall make a recommendation as to what action, if any, is warranted. Based on this information, the ERO may require, if warranted, specific additional measures to be implemented by the project sponsor.

Measures might include: preservation in situ of the archeological resource; an archaeological monitoring program; or an archeological testing program. If an archeological monitoring program or archeological testing program is required, it shall be consistent with the Major Environmental Analysis (MEA) division guidelines for such programs. The ERO may also require that the project sponsor immediately implement a site security program if the archeological resource is at risk from vandalism, looting, or other damaging actions.

The project archeological consultant shall submit a Final Archeological Resources Report (FARR) to the ERO that evaluates the historical significance of any discovered archeological resource and describes the archeological and historical research methods employed in the archeological monitoring/data recovery program(s) undertaken. Information that may put at risk any archeological resource shall be provided in a separate removable insert within the final report.

Copies of the Draft FARR shall be sent to the ERO for review and approval. Once approved by the ERO, copies of the FARR shall be distributed as follows: California Archaeological Site Survey Northwest Information Center (NWIC) shall receive one (1) copy and the ERO shall receive a copy of the transmittal of the FARR to the NWIC. The Major Environmental Analysis

division of the Planning Department shall receive three copies of the FARR along with copies of any formal site recordation forms (CA DPR 523 series) and/or documentation for nomination to the National Register of Historic Places/California Register of Historical Resources. In instances of high public interest or interpretive value, the ERO may require a different final report content, format, and distribution than that presented above.

IMPROVEMENT MEASURES

Improvement measures diminish effects of the project that were found through the environmental analysis to be less-than-significant impacts. These measures would be implemented by the Department of Parking and Traffic, and the cost of the first measure would be borne by the project sponsor.

Transportation

- To improve operations and safety at the eastbound approach of Cortland Avenue to Bayshore Boulevard, the centerline between the eastbound and westbound directions could be restriped to provide 24 feet in the eastbound direction and 16 feet in the westbound direction. These proposed changes would be designed to reduce project-generated non-significant impacts. In addition, the bus stop could be shortened to 60 feet long (starting at Hilton Street) and two lanes could be striped at the approach. As a result of these changes, vehicular circulation would substantially improve and the operation conditions of the approach and the entire Bayshore/Cortland intersection would improve.
- In 2015, the cumulative conditions at the Bayshore Boulevard and Silver Avenue intersection would operate at LOS D during the weekday PM peak hour, although the northbound left-turn movement would operate at LOS F, the resulting queue would extend past the left-turn pocket. The proposed project would not significantly contribute to the cumulative conditions. To improve operations, a protected northbound left-turn phase could be established (under the existing signalization plan for the intersection, the northbound and southbound left-turns are permitted, not protected), and the cycle length could be increased from 75 seconds to 90 seconds. These improvements would be appropriate independent of the project. The overall intersection operating conditions during the weekday PM peak hour would remain at LOS D, but the northbound left-turn operations would improve and the average delay per vehicle would decrease. Assuming the protected left-turn phase would be established at other times, the intersection would operate at LOS C during the Saturday midday peak hour.

E. SIGNIFICANT IMPACTS (page 113)

The proposed project, with mitigation, would have the following unavoidable significant impacts in the areas of air quality and traffic:

- The proposed project would exceed the BAAQMD threshold of significance for regional emissions of reactive organic gases (ROG). This is an unmitigable project level and cumulative impact.

- The proposed project would have a significant unmitigable contribution to the 2015 adverse cumulative conditions on the U.S. 101 Freeway northbound on-ramp at Alemany Boulevard/Industrial Street; the U.S. 101 Freeway southbound on-ramp at Alemany Boulevard/Industrial Street; the U.S. 101 Freeway northbound on-ramp at Bayshore Boulevard/Cesar Chavez Street; the U.S. 101 Freeway southbound on-ramp at San Bruno Avenue; and the I-280 Freeway westbound on-ramp at Alemany Boulevard.

F. ALTERNATIVES TO THE PROPOSED PROJECT (page 115)

Alternative A: No Project

This alternative would entail no change to the site, which would remain in its existing condition. The No Project Alternative would not have any of the impacts of the proposed project, including the potentially significant air quality impacts of the proposed project and the contribution to the 2015 cumulative traffic conditions on the northbound U.S. 101 Freeway on-ramp at Alemany Boulevard/Industrial Street; the northbound U.S. 101 Freeway on-ramp at Bayshore Boulevard/Cesar Chavez Street, the southbound U.S. 101 Freeway on-ramp at San Bruno Avenue, and the westbound I-280 Freeway on-ramp at Alemany Boulevard.

Alternative B: Variant No Project

This alternative represents one possibility of what could be expected if the proposed project were not approved. The two existing buildings on site would be reused for retail/commercial uses as permitted by zoning. The former Goodman Lumber Company building is about 76,846 sq.ft., and the previous Whole Earth Access supply store is approximately 30,500 sq.ft., for a total of approximately 107,400 sq.ft. Both buildings are about 23 feet high. In this alternative, the retail/commercial uses would presumably be one or two large scale enterprises similar to the previous uses on the site and/or proposed uses for the site. In addition, the buildings would be brought up to building code.

Compared to the proposed project, the Variant No Project Alternative, because of the smaller size, would have less intensive environmental effects on transportation and parking, population, shadows, construction noise, air quality, utilities and public services, and energy/natural resources. This alternative would generate about 552 vehicle trips in the weekday PM peak hour and 789 trips in the

Saturday midday peak hour,[2] compared to proposed project's 848 weekday PM peak hour trips and 1,268 trips in the Saturday midday peak hour. The operating conditions of the study intersections would be better than with the proposed project. The impacts of both the proposed project and this alternative on transit, parking, pedestrians, bicycles, construction traffic, and contribution to total cumulative traffic volumes would be less-than-significant. This alternative would make a smaller contribution to the growth in cumulative traffic impacts at nearby intersections than would the proposed project, however, it would still have a significant contribution (more than five percent increase) to the 2015 cumulative conditions on the northbound U.S. 101 Freeway on-ramp at Alemany Boulevard/Industrial Street; the southbound U.S. 101 Freeway on-ramp at Alemany Boulevard/Industrial Street; the northbound U.S. 101 Freeway on-ramp at Bayshore Boulevard/Cesar Chavez Street, the southbound U.S. 101 Freeway on-ramp at San Bruno Avenue, and the westbound I-280 Freeway on-ramp at Alemany Boulevard. Under this alternative, the Mission/Cortland intersection would operate at LOS F under the 2015 cumulative conditions.

In those environmental areas not governed by height or bulk, this alternative would have effects similar to the proposed project on land use, noise, biology, energy, natural resources, utilities and public services, geology/topography, hydrology, and the potential presence of hazardous materials in the existing buildings. It is assumed that this alternative would have minimal effects on archaeological cultural resources as there would be no need for excavation. In Alternative B, the current buildings would be reused and there would be little change in the existing visual character of the site. The hazardous materials in the soil would remain.

Alternative B would not have a significant impact on air quality, unlike the proposed project. The effect on regional air quality emissions of reactive organic gases (ROG) would be below the BAAQMD threshold for significance. Alternative B would generate a smaller increase in employment and daily population than the proposed project. The population effects of both this alternative and the proposed project would be less-than-significant.

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[2] Based on an estimate of 13.5 person trips per 1,000 sq.ft. of retail for Weekday PM peak hour, and 19.3 person trips per 1,000 sq.ft. of retail space for Saturday midday per the San Francisco Planning Department, *Interim Transportation Impacts Analysis Guidelines for Environmental Review,* January 2000.

Alternative B would not meet most of the project sponsor's objectives of developing a standard size Home Depot home improvement store for San Francisco.

Alternative C: A 60,000-Square-Foot Project

This alternative is included in response to comments made on the Initial Study that requested an analysis of a home improvement store smaller than the previous 76,846 sq.-ft. Goodman Lumber store. The existing buildings on the site would be demolished, and a one-story approximately 60,000 sq.-ft. home improvement store would be constructed with a surface parking lot containing approximately 350 parking spaces.

Compared to the proposed project, a 60,000 sq.-ft. alternative, because of its smaller size, would have less intensive environmental effects on visual quality and urban design, transportation and parking, construction noise, air quality, utilities and public services, and energy/natural resources. In those environmental areas not governed by height or bulk, this alternative would have similar effects on land use, operational noise, biology, geology/topography, water, hazards, and cultural resources. This alternative would generate peak-hour vehicle trips that would be about forty percent of those generated by the proposed project.

The impacts of this alternative on intersection levels of service, transit, parking, pedestrians, bicycles, construction traffic, and contribution to total cumulative traffic volumes would be less-than-significant, except for the contribution to the 2015 cumulative conditions on the northbound U.S. 101 Freeway on-ramp at Alemany Boulevard/Industrial Street, the southbound U.S. 101 Freeway on-ramp at Alemany Boulevard/Industrial Street, the southbound U.S. 101 Freeway on-ramp at San Bruno Avenue, and the westbound I-280 Freeway on-ramp at Alemany Boulevard, all of which would be significant, unavoidable cumulative impacts. The trip contribution of the 60,000 sq.-ft. alternative to the northbound U.S. 101 Freeway on-ramp at Bayshore Boulevard/Cesar Chavez Street would be less-than-significant. This alternative would make a smaller contribution to the growth in cumulative traffic impacts at nearby intersections than would the proposed project. Under this alternative, the Mission/Cortland intersection would operate at LOS F under the 2015 cumulative conditions.

This alternative would be environmentally superior to the proposed project and the other alternatives discussed below. This alternative would not meet the project sponsor's objectives of developing a

standard size Home Depot home improvement store for San Francisco, offering a full range of home improvement items and services.

Alternative D: A 107,400-Square-Foot Project

This alternative would be a Home Depot store similar to the proposed project in terms of building exterior and parking garage, however, there would be no mezzanine and the total square footage would be approximately 107,400 sq.ft., about 45,690 sq.ft. less than the proposed project (a reduction of approximately thirty percent). The parking garage would have about 385 parking spaces on two levels (about 165 spaces fewer than the proposed project). The building exterior in this alternative would be similar to the proposed project.

Most of the potential impacts identified for the proposed project would occur with Alternative D, but at a lower level. This alternative would still demolish the two existing vacant buildings and replace them with a new retail building, garden center, greenhouse and parking garage. Thus, the change in land use would be the same, but the size and resultant population density of this alternative would be approximately one-third less than the proposed project. The estimated daily on-site population would be about 50 to 75 employees and between 2,400 to 2,700 shoppers per day, and would increase the concentration of people on the project site.

The reduced employee population and fewer shoppers would translate to fewer vehicle trips, both daily and PM peak-hour trips, reduced transit demand, and reduced parking demand. This alternative would generate approximately 7,266 weekday daily vehicle-trips and 595 peak-hour vehicle trips, and about 7,521 Saturday daily vehicle-trips and 890 peak-hour vehicle trips.[3] This reduction in vehicle-trips could result in a reduction in vehicle delays at the local intersections as compared to the project. The operating conditions would be better than the proposed project and the levels of operation at the key intersections studied would be less than that of the proposed project. Neither the project nor this alternative would result in project-specific significant impacts on traffic flow, however, both would have an unmitigable significant contribution to the 2015 cumulative conditions (more than five percent increase) on the northbound U.S. 101 Freeway on-ramp at Alemany Boulevard/Industrial Street; the southbound U.S.

[3] Based on the weekday PM peak hour trip rate of 5.54 vehicle trips per 1,000 sq.ft., and Saturday midday peak hour trip rate of 8.28 vehicle-trips per 1,000 sq.ft. Trip rate data is from surveys conducted at four Home Depot stores in California.

101 Freeway on-ramp at Alemany Boulevard/Industrial Street; the northbound U.S. 101 Freeway on-ramp at Bayshore Boulevard/Cesar Chavez Street, the southbound U.S. 101 Freeway on-ramp at San Bruno Avenue, and the westbound I-280 Freeway on-ramp at Alemany Boulevard. Under this alternative, the Mission/Cortland intersection would operate at LOS F under the 2015 cumulative conditions.

Alternative D would not have a significant impact on air quality emissions of reactive organic gases (ROG), unlike the proposed project. The public service and utilities demand and energy/natural resources consumption under this alternative would be roughly thirty percent that of the proposed project. Operational noise would be about the same as the proposed project. The project effects related to geology, hydrology, hazardous materials, and potential subsurface cultural resources, however, would be comparable to those of the proposed project. The parking garage would be one-story shorter and the visual effects would be slightly less than the proposed project. Construction impacts of this alternative on traffic and air quality would be similar to those of the proposed project, though somewhat reduced in duration.

This alternative would meet the project sponsor's basic objectives of constructing a standard-sized Home Depot home improvement store within San Francisco, although the level of services and products would not be at the level the project sponsor would prefer.

Alternative E: A 140,000-Square-Foot Project

This alternative would also be a Home Depot store similar to the proposed project in terms of building exterior and parking garage. The total square footage would be approximately 140,000 sq.ft., about 13,000 sq.ft. less than the proposed project (a reduction of approximately eight and a half percent). The parking garage would have about 500 parking spaces on two levels plus rooftop (about 50 spaces fewer than the proposed project). The exterior building in Alternative E would be similar to the proposed project.

Alternative E is the maximum size project that would avoid potentially significant air quality impacts of emissions of reactive organic gases (ROG). Most of the other potential impacts identified for the proposed project would occur with Alternative D, but at a slightly lower level. The change in land use would be the same, but the size and resultant population density of this alternative would be

approximately eight and a half percent less than the proposed project. The estimated on-site population would be about 70 to 95 employees and between 2,300 to 2,600 shoppers per day, and would increase the concentration of people on the project site.

Alternative E would generate approximately 776 weekday peak-hour vehicle trips and about 1,159 Saturday peak-hour vehicle trips, compared to the proposed project's 848 weekday PM peak hour vehicle trips and 1,268 vehicle trips in the Saturday midday peak hour. This small reduction in vehicle-trips could result in a equivalent reduction in vehicle delays at the local intersections as compared to the project. The operating conditions would be about the same as the project, and the levels of congestion at the key intersections studied would be similar to the proposed project. The exception in LOS would be at the Bayshore/Jerrold/US 101 intersection, which would remain at LOS C (rather than LOS D with the proposed project) during the weekday PM peak hour. The intersection of Mission Street/Cortland Avenue would still require a signal upgrade to accommodate the growth in traffic volumes along Mission Street.

Neither the project nor this alternative would result in project-specific significant impacts on traffic flow, however, both would have a significant unmitigable contribution to the 2015 cumulative conditions (more than five percent increase) on the northbound U.S. 101 Freeway on-ramp at Alemany Boulevard/Industrial Street; the southbound U.S. 101 Freeway on-ramp at Alemany Boulevard/Industrial Street; the northbound U.S. 101 Freeway on-ramp at Bayshore Boulevard/Cesar Chavez Street, the southbound U.S. 101 Freeway on-ramp at San Bruno Avenue, and the westbound I-280 Freeway on-ramp at Alemany Boulevard.

It is assumed that the same traffic improvement measures as the proposed project would be included with this alternative: traffic signals and pedestrian crosswalks would be installed at Bayshore Boulevard and Cortland Avenue, a left-turn pocket would be created for southbound Bayshore Boulevard traffic to enter the project site, the northbound Bayshore left-turn pocket would be lengthened, and just north of the project site, the median on Bayshore Boulevard would be modified to allow northbound traffic to make U-Turns.

Alternative E would cause increased emissions of nitrogen oxides, particulates and carbon monoxide in the region, though these increases would be approximately eight and a half percent less than that

generated by the proposed project. The increases would be less than significant relative to total regional emissions of these pollutants, and would be below the BAAQMD's thresholds of significance.

The public services demand and energy consumption under this alternative would be roughly 91.5 percent than that of the proposed project . Operational noise would be about the same as the proposed project. Alternative E's effects related to visual quality, geology, hydrology, hazardous materials, and potential subsurface cultural resources, however, would be comparable to those of the proposed project. Construction impacts of this alternative would also be similar to those of the proposed project.

This alternative would meet the project sponsor's basic objectives of constructing a standard-sized Home Depot home improvement store within San Francisco, although it would not be at the level the project sponsor would prefer to offer Home Depot's complete range of home improvement services and products, including a garden center of approximately 8,500 sq.ft., an enclosed greenhouse of approximately 10,000 sq.ft., and a full service lumber department.

G. AREAS OF CONTROVERSY AND ISSUES TO BE RESOLVED

This environmental impact report focuses on the issues of air quality, transportation, hazards, and archaeological cultural resources. All other potential environmental effects were found to be at a less-than-significant level or to be mitigated to a level of less-than-significance with mitigation measures agreed to by the project sponsor. Please see the Initial Study, included in this document as Appendix A, for analysis of issues other than land use, air quality, transportation, hazards, archaeological cultural resources and growth inducement.

Comments were received on the Initial Study relating to the size of the proposed project, possible alternatives, and the probable impacts on visual quality, land use, growth inducement, traffic and transportation, air quality, groundwater, toxic hazards and the economic effects on local businesses. These areas may be considered by some members of the public to be controversial and need to be resolved.

II. PROJECT DESCRIPTION

The project sponsor, Home Depot, proposes to construct an approximately 153,089 sq.-ft. home improvement store and a separate 550-space parking garage on a 5.73-acre site at 491 Bayshore Boulevard and 196 Loomis Avenue.

A. PROJECT SPONSOR'S OBJECTIVES

The project sponsor has the following objectives for the proposed project:

- To construct a standard-sized Home Depot home improvement store within the City and County of San Francisco, offering Home Depot's complete range of home improvement services and products, including a garden center of approximately 8,500 sq.ft., an enclosed greenhouse of approximately 10,000 sq.ft., and a full service lumber department.
- To locate a Home Depot home improvement store with convenient freeway and roadway access, and on a parcel large enough to provide sufficient parking and loading spaces to meet projected customer demand and operational needs.
- To reuse an existing site with commercial uses similar to those previously operated on the site.
- To provide a wider range of home improvement goods and services and at competitive prices not otherwise available within the City and County of San Francisco.
- To satisfy a home improvement market need for both do-it-yourself customers and local contractors in San Francisco and the surrounding area.
- To site a new full-service Home Depot in a location that will relieve over-crowding at the Home Depot home improvement center located in Colma, California, and make it easier for existing Colma customers from San Francisco to shop closer to home.
- To comply with the objectives of the *General Plan*, the *City Planning Code* and all applicable codes and ordinances of the City and County of San Francisco, including the First Source Hiring Program.
- To develop a project consistent with the Industrial Protection Zone standards that apply to the site, and consistent with the Redevelopment Concept Plan (in process) for the Bayview-Hunters Point Redevelopment Survey Area.

B. PROJECT LOCATION

The project site is located at 491 Bayshore Boulevard/196 Loomis Avenue, and is part of the major City block bounded by a one-story industrial building to the north, Waterloo Street to the south, Loomis

Avenue to the east, and Bayshore Boulevard to the west in an industrial area of San Francisco (Figure 1, Project Location, page 27). The 249,699 sq.-ft. site (approximately 5.73 acres) currently contains two buildings, both of which are vacant. The Goodman Lumber Company previously operated a 76,846 sq.-ft. home improvement and building supply store on a portion of the site. Whole Earth Access, a retail home furnishing and supply store, operated out of the second building, which is approximately 30,500 sq.ft. (for a total of 107,346 sq.ft.). Whole Earth occupied its portion of the property until June of 1999 and Goodman Lumber Company ceased its operation in August of 2000. The buildings have been vacant since those dates.

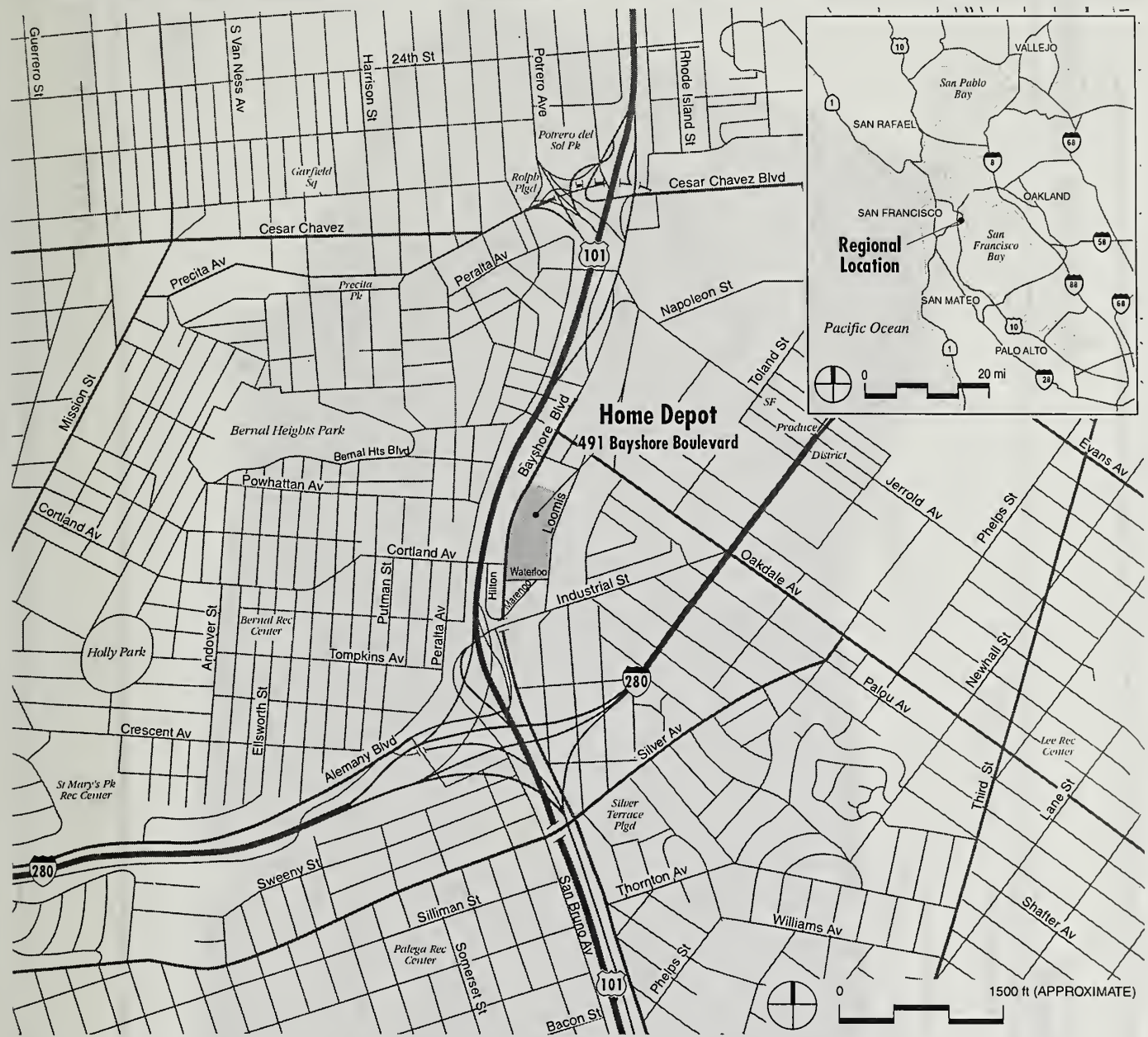
The project site is on Assessor's Block 5598, Lots 8, 9, 11, 13, 15, 16, 18, 21, and 28. The site is rectangular shaped with a slight curve, approximately 797 feet 7 inches along the Bayshore Boulevard frontage, approximately 770 feet 7 inches on the Loomis Avenue frontage, and about 317 feet 8 inches along the Waterloo Street and north property lines. The site is relatively flat with a slight elevation change of about six feet sloping down to the east.

The project site is located in an M-1 (Light Industrial) zoning district in the Bayview-Hunters Point neighborhood, and within a 65-J height and bulk district. The M-1 district accommodates wholesaling and business services, and some light manufacturing and processing. In recognition of the potentially adverse effects of industrial uses and the proximity of industrial districts to residential and other commercial areas, standards are imposed as to enclosure within buildings and screening of outdoor uses.

C. PROJECT CHARACTERISTICS

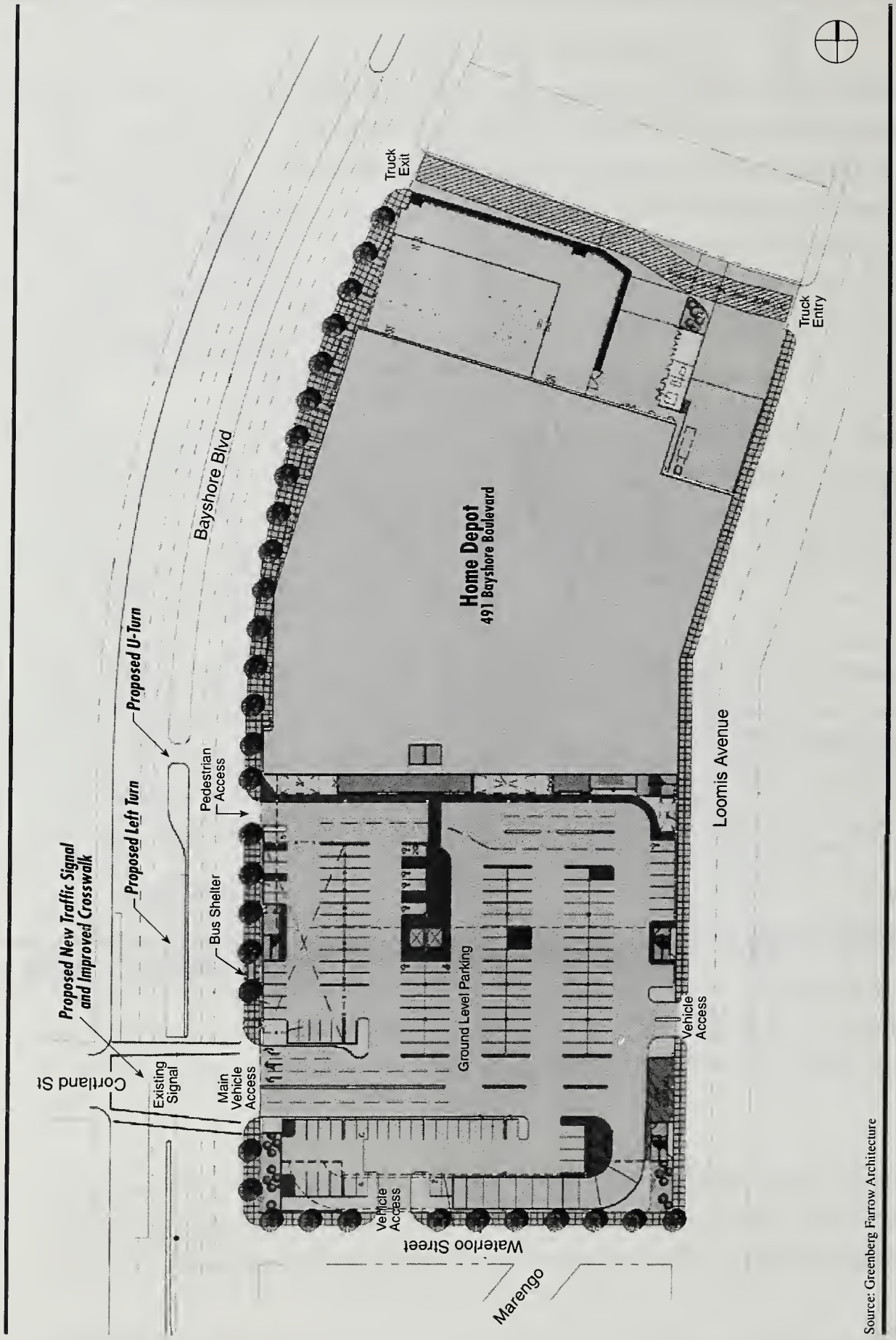
The proposed project is to demolish the two existing buildings and construct a two-story, approximately 153,089 sq.-ft. home improvement store , including an approximately 8,546 sq.-ft. outdoor-garden center and a 9,888 sq.-ft., enclosed greenhouse. The main store would be two stories, with approximately 96,250 sq.ft. on the main floor and 38,405 sq.ft. on the second floor (Figures 2, 3, 4, 5, and 6, pages 28 to 32).

The main store would be constructed of tilt-up concrete walls with a concrete slab floor. A separate 550-space, two-story parking garage plus rooftop parking would also be constructed with cast-in-place concrete. The buildings would be approximately 40 feet in height. There would be an approximately



Source: During Associates

PROJECT LOCATION FIGURE 1

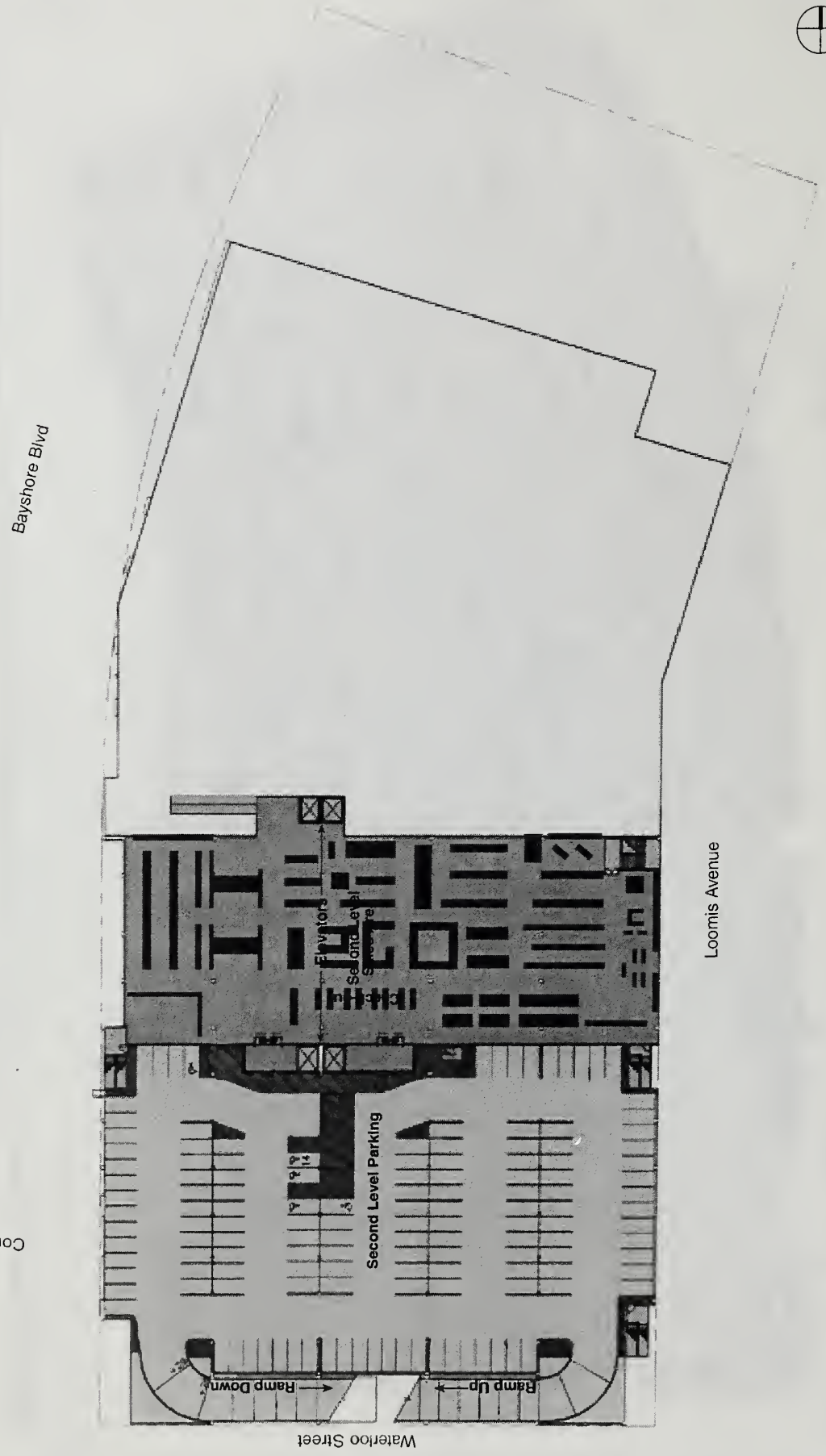


SITE PLAN FIGURE 2

Source: Greenberg Farrow Architecture

GROUND LEVEL PLAN FIGURE 3

Source: Greenberg Farrow Architecture



SECOND LEVEL PLAN FIGURE 4

Source: Greenberg Farrow Architecture

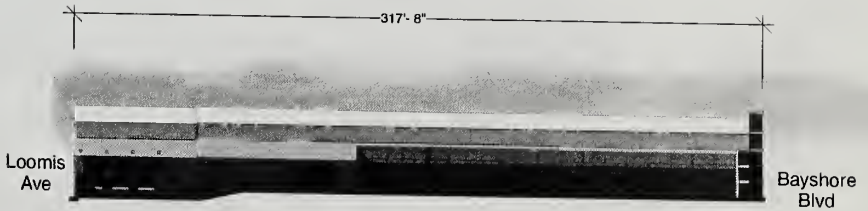
ROOFTOP PARKING PLAN FIGURE 5

Source: Greenberg Farrow Architecture

Bayshore Boulevard Elevation

Loomis Avenue Elevation

Woterloo Street Elevation



Gorden Center (North) Elevation

Source: Greenberg Farrow Architecture

ELEVATIONS FIGURE 6

4½-foot tall wall with a 6-foot trellis along the periphery of the roof to shield the views of parked cars. Four loading docks would be provided at the northeast corner of the site with access from Loomis Avenue.

Vehicular access to the parking facility would be from Bayshore Boulevard, where Cortland Avenue dead ends into Bayshore Boulevard, and from Loomis and Waterloo Streets. New traffic signals would be added, countdown pedestrian lights and pedestrian crosswalks would be installed at Bayshore Boulevard and Cortland Avenue, a left-turn pocket would be created for southbound Bayshore Boulevard traffic to enter the project site, the northbound Bayshore Boulevard left-turn lane would be extended, and just north of the project site, the median on Bayshore Boulevard would be changed to allow northbound traffic to make U-turns.

Because the site slopes down from Bayshore Boulevard, fill would be required along the southern portion of the site. Development of the site would require excavation of approximately 8,500 cubic yards of soil for footings and foundation. Construction of the foundation system would include pile driving.

Project construction would take about 16 months. Construction is expected to begin in 2003, with the store opening in 2005. The project sponsor is Home Depot, and the project architect is Greenberg Farrow Architecture.

D. PROJECT APPROVAL REQUIREMENTS

This EIR will undergo a public comment period as noted on the cover of this report, including a public hearing before the Planning Commission on the Draft EIR. Following the public comment period, responses to written and oral comments will be prepared and published in a Draft Summary of Comments and Responses, presented to the Planning Commission for certification as to accuracy, objectivity, and completeness. No approvals or permits may be issued before the Final EIR is certified by the Planning Commission.

The *San Francisco Planning Code*, which incorporates by reference the City's Zoning Maps, governs permitted uses, densities, and the configuration of buildings within San Francisco. Permits to construct new buildings (or to alter or demolish existing ones) may not be issued unless either the proposed project

conforms to the *Code*, or an exception is granted pursuant to provisions of the *Code*. The proposed project would not require any exceptions to the *Planning Code.*

The proposed project would require approval from the Department of Public Works for curb cuts on Bayshore Boulevard and Loomis Avenue, and approval from the Department of Parking and Traffic and the Interdepartmental Staff Committee on Traffic and Transportation (ISCOTT) for the installation of new traffic signals and pedestrian crosswalks at Bayshore Boulevard and Cortland Avenue, the creation and extension of north and south bound left-turn pockets on Bayshore Boulevard, and the change to the median on Bayshore Boulevard. The southbound Bayshore left-turn pocket and changes to the median on Bayshore Boulevard would require approval by the Board of Supervisors.

Environmental plans and policies are those, like the *Bay Area Air Quality Plan*, which directly address physical environmental issues and/or contain targets or standards which must be met in order to preserve or improve characteristics of the City's physical environment. The proposed project would not obviously or substantially conflict with any such adopted environmental plan or policy.

In November 1986, the voters of San Francisco approved *Proposition M, the Accountable Planning Initiative*, which added Section 101.1 to the *San Francisco Planning Code* to establish eight Priority Policies. These policies are: preservation and enhancement of neighborhood-serving retail uses; protection of neighborhood character; preservation and enhancement of affordable housing; discouragement of commuter automobiles; protection of industrial and service land uses from commercial office development and enhancement of resident employment and business ownership; maximization of earthquake preparedness; landmark and historic building preservation; and protection of open space. Prior to issuing a permit for any project which requires an Initial Study under CEQA; prior to issuing a permit for any demolition, conversion, or change of use; and prior to taking any action which requires a finding of consistency with the *General Plan*, the City is required to find that the proposed project or legislation is consistent with the Priority Policies.

The proposed project would be a principally permitted use and would not require special authorization by the Planning Commission, however, the project sponsor and the Planning Department have agreed to submit the project to the Planning Commission for a public hearing under discretionary review. The case report and approval motions for the proposed project will contain the analysis determining whether the proposed project is consistent with the Priority Policies.

III. ENVIRONMENTAL SETTING AND IMPACTS

An application for environmental evaluation for the proposed project was filed January 23, 2001. A Preliminary Mitigated Negative Declaration was published on September 29, 2001, and appealed to the Planning Commission. Upon further analysis, the Planning Department determined that an Environmental Impact Report (EIR) was required. A revised Initial Study was published on March 9, 2002, and determined that the following effects of the proposed project would either be insignificant or would be reduced to a less-than-significant level by mitigation measures included in the proposed project and thus required no further analysis: land use; population; shadows; wind; noise; utilities/public services; biology; geology/topography; water; energy/natural resources; lead paint and asbestos hazards; and architecturally historic cultural resources (see Appendix A, page A-1, for the Initial Study). Therefore, the EIR does not discuss these issues. The proposed project's potentially significant impacts in the areas of transportation and air quality are assessed in this chapter. Land use, hazards, and prehistoric cultural resources are also discussed in the EIR for informational purposes.

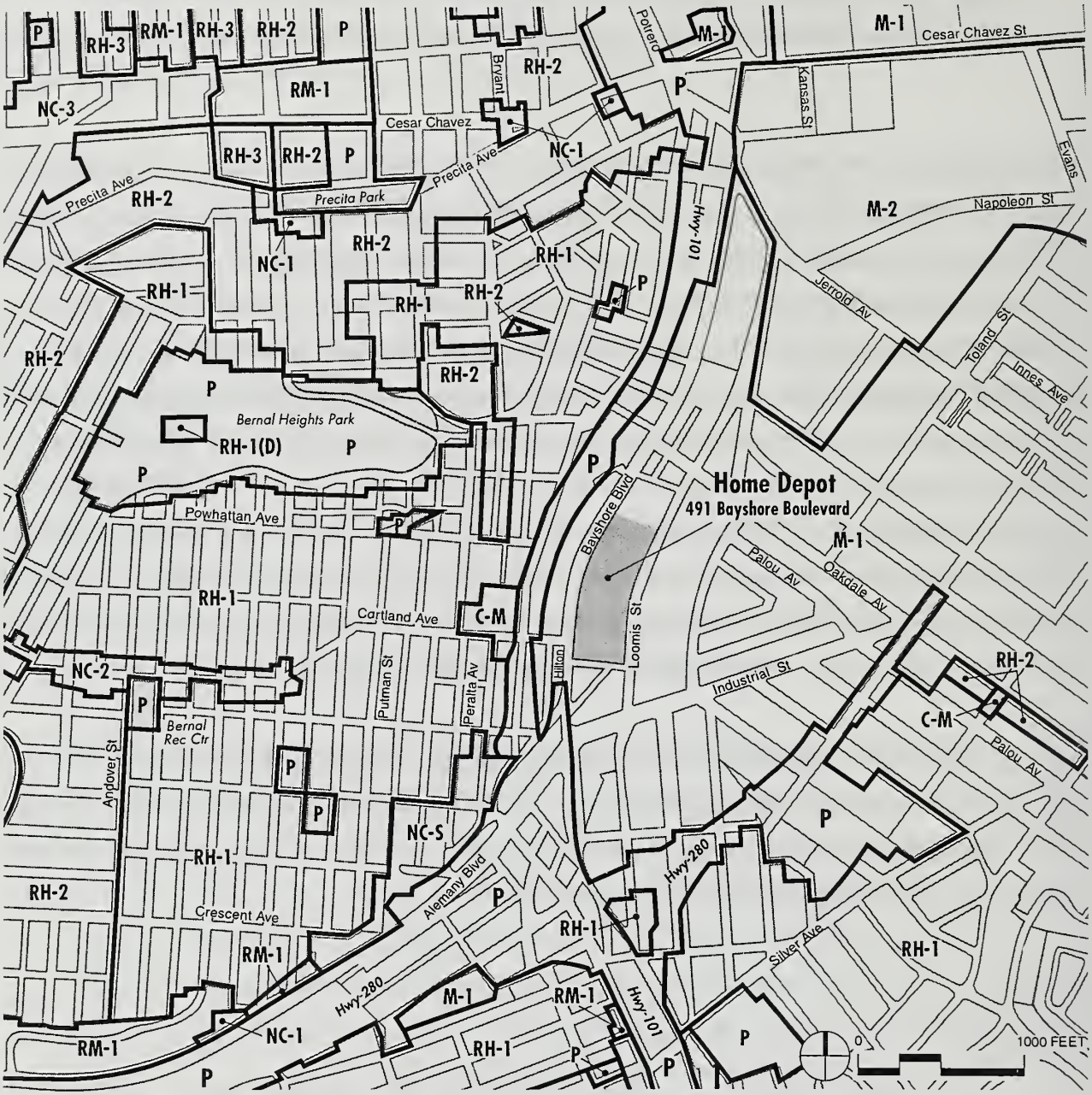
A. LAND USE, ZONING, AND GENERAL PLAN CONSISTENCY

The Initial Study concluded that the proposed project would not have significant adverse land use impacts (for further information, see Appendix A, page A-11). Land use information is included in the EIR for informational purposes and to orient the reader.

Setting

LAND USE

The project site is within an M-1 (Light Industrial) District in the Bayview-Hunters Point neighborhood (see Figure 7, page 36). Other zoning districts in the surrounding area include P (Public Use), RH-1 (One-Family Residential District), RH-1(D) (One-Family Residential District, Detached Dwellings), RH-2 (Two-Family Residential District), RH-3 (Three-Family Residential District), RM-1 (Residential Mixed, Low Density District), C-M (Heavy Commercial District), M-2 (Heavy Industrial District), NC-1 (Neighborhood Commercial Cluster District), NC-2 (Small-Scale, Neighborhood Commercial District), and NC-S (Neighborhood Commercial Shopping Center District). The proposed project is in a 65-J Height and Bulk District.



RH-1, RH-2, RH-3	House Character districts	**C-M**	Commercial district
RM-1	Mixed House and Apartment Character districts	**M-1, M-2**	Industrial district
P	Public Use district	**NCD, NC-S, NC-1, NC-2**	Neighborhood Commercial districts

Source: City and County of San Francisco Planning Department

ZONING DISTRICTS FIGURE 7

Section 210.5 of the San Francisco *Planning Code* describes the M-1 District in the following manner: "This district provides land for industrial development. In general, the M-1 Districts are more suitable for smaller industries dependent upon truck transportation. In M-1 Districts, most industries are permitted, but some with particularly noxious characteristics are excluded. The permitted districts have certain requirements as to enclosure, screening and minimum distance from Residential Districts."

The project site, consisting of nine lots, is shown in Figures 8 and 9 on pages 38 and 39. Adjacent to the project site at the north end of this block, there are three buildings (a masonry supply warehouse and storage lot, a commercial retail store and parking lot, and a fast food restaurant). The zoning north and south of the project on Bayshore Boulevard and to the east is M-1. The proposed project is in the San Francisco Redevelopment Agency's South Bayshore Survey Area. A Concept Plan for the area is in process and the project site is in a sub-area proposed for continued retail commercial use.

The nearest residential development is west of Bayshore Avenue and west of U.S. 101 in the Bernal Heights neighborhood, less than 400 feet from the project site. The commercial buildings in the general area of the project site range from one to two stories, large in mass/bulk, with a mix of commercial activity, both industrial and retail in character. Some of the uses located immediately adjacent to the project site include fast food, auto body repair, and warehouse. A vacant building supply warehouse is located to the south, across Waterloo Street. Several industrial-type businesses including a large equipment rental company are located east of the property across Loomis Street. A Jack in the Box and various one-and two-story industrial buildings, home supply stores, and retail warehouses are located to the west side, across Bayshore Boulevard. A garden center market is located south of Cortland and north of Industrial Avenue. A closed Office Max store is south of Industrial Avenue.

In the vicinity of the project site, U.S. 101 has north- and southbound off-ramps at Silver Avenue, and I-280 has on- and off-ramps west of Alemany Boulevard/Industrial Street. U.S. 101 and I-280 merge at Cesar Chavez Street (Army Street) just south of the project site at the Alemany interchange (refer to Figure 10, page 46). Silver Terrace residential area is approximately 1,800 feet to the south of the project site south of I-280. Cortland Avenue is the principal street through Bernal Heights and serves to connect Mission Street and Bayshore Boulevard. The subject site is near the eastern edge of the Bernal Heights neighborhood but is considered to be in the Bayview/Hunters Point neighborhood of San Francisco.

Project Site Looking Southeast Across Bayshore Boulevard

Project Site Looking Northeast Across Bayshore Boulevard

Source: Square One Productions

PROJECT VIEWS FIGURE 8

Project Site Looking South on Loomis Street

Project Site Looking North on Loomis Street

Source: Square One Productions

PROJECT VIEWS FIGURE 9

The proposed use would be similar to some of the uses formerly existing at the site. Goodman Lumber Company was a retail home improvement and building supply store that included an outdoor-garden center. Whole Earth Access was a retail store that sold home furnishings, appliances, books, computers, kitchen accessories and clothing. The proposed project would be a retail home improvement and supply store that includes an outdoor-garden center. The existing buildings on the site total approximately 107,000 sq.ft. and the new Home Depot store (including the greenhouse and outdoor garden center) would be about 153,100 sq.ft.

While the proposed project would contain some of the previous uses on the site, it would be a larger development and would increase the density of use, number of customers and amount of vehicles to the site. However, the proposed project would not essentially change the existing retail/light industrial character or physical arrangement of the area. The use would be generally compatible with the mix of surrounding commercial and industrial uses in a dense urban area.

PLANS

The General Plan

The proposed project would intensify the use of the site in a manner generally consistent with the *General Plan.* Some key objectives and policies of the *General Plan* relevant to the proposed project are noted here; others may be addressed during consideration of project approval.

Commerce and Industry Element

- Objective 1, Policy 1, to "encourage development which provides substantial net benefits and minimizes undesirable consequences. Discourage development which has substantial undesirable consequences that cannot be mitigated."
- Objective 3, to "provide expanded employment opportunities for City residents, particularly the unemployed and economically disadvantaged."

Urban Design Element

- Objective 3, Policy 1, to "promote harmony in the visual relationships and transitions between new and older buildings."
- Policy 2, to "avoid extreme contrasts in color, shape and other characteristics which will cause new buildings to standout in excess or their public importance."

- Policy 5, to "relate the height of buildings to important attributes of the city pattern and to the height and character of existing development."
- Policy 6, to "relate the bulk of buildings to the prevailing scale of development to avoid an overwhelming or dominating appearance in new construction."

Environmental Protection Element

- Objective 1, Policy 4, to "assure that all new development meets strict environmental quality standards and recognizes human needs."
- Objective 14, to "promote effective energy management practices to maintain the economic vitality of commerce and industry."
- Objective 14, Policy 1, to "increase the energy efficiency of existing commercial and industrial buildings through cost-effective energy management measures."

Transportation Element

- Policy 6.1, to "designate expeditious routes for freight trucks between industrial and commercial areas and the regional and state freeway system to minimize conflicts with automobile traffic and incompatibility with other land uses."
- Policy 23.6, to "ensure convenient and safe pedestrian crossings by minimizing the distance pedestrians must walk to cross a street."
- Policy 23.7, to "ensure safe pedestrian crossings at signaled intersections by providing sufficient time for pedestrians to cross streets at a moderate pace."
- Policy 30.1, to "assure that new or enlarged parking facilities meet need, locational and design criteria."
- Policy 40.1, to "provide off-street facilities for freight loading and service vehicles on the site of new buildings sufficient to meet the demands generated by the intended uses. Seek opportunities to create new off-street loading facilities for existing buildings."

ZONING

The project site is located in an M-1 (Light Industrial) zoning district in the Bayview/Hunters Point neighborhood. This site is also within a 65-J height and bulk district where heights up to 65 feet may be permitted. Bulk restrictions include a maximum building length of 250 feet and a maximum diagonal length of 300 feet. These restrictions would only apply if portions of the buildings exceeded 40 feet in height from the base of the buildings. The proposed new structures would be less than 40 feet in height, thus, the bulk restriction would not apply.

In January 2002, the Planning Commission established an Industrial Protection Zone Special Use District (IPZSUD) to protect and preserve production, distribution and repair land uses and activities from competing higher priced land uses and activities in some parts of the City. The proposed project site is within the IPZSUD, and the project would be a permitted use. Because the proposed development is not an office, housing and/or live/work project, the mandatory discretionary review that was required under the initial IPZ resolution would not have applied. The project sponsor and the Planning Department have agreed that the project should undergo discretionary review before the Planning Commission.

The proposed construction of more than 153,100 sq.ft. of retail space, if approved, would be subject to the application of the Jobs-Housing Linkage Program (*Planning Code* Sections 313.5 and 313.6), which would require the project sponsor to construct affordable housing or to pay an in-lieu fee to development of affordable housing by others.

B. TRANSPORTATION

A transportation study for the proposed project was conducted by Wilbur Smith Associates.[1] The results are summarized in this section.

Setting

ROADWAY NETWORK

Travel to and from the project site involves the use of regional and local transportation facilities, highways and transit services that link San Francisco with other parts of the Bay Area and northern California. The project site is accessible by local streets with connections to and from regional freeways and highways in the state system (Figure 1: Project Location, page 27).

United States Highway 101 (U.S. 101) is generally a north-south freeway, connecting San Francisco with the peninsula and beyond to the south, and Marin County and beyond to the north. Between I-80 and I-280, U.S. 101 is an eight- to ten-lane limited-access freeway. Between I-80 and the Golden Gate

[1] Wilbur Smith Associates, *491 Bayshore Boulevard, Home Depot Transportation Study, Case No. 2001.0062!,* September 17, 2002 This report is available by appointment for review in file No. 2001.0062E at the Planning Department, 1660 Mission Street, fifth floor.

Bridge, U.S. 101 is a six-lane surface street along Van Ness Avenue, Lombard Street and Doyle Drive. In the vicinity of the project site, U.S. 101 has northbound and southbound on- and off-ramps at Silver Avenue, Alemany Boulevard/Industrial Street and Cesar Chavez Street (Army Street).

Interstate 280 (I-280) is generally a north-south freeway connecting San Francisco with the Peninsula and South Bay. The freeway provides a direct connection to U.S. 101 and terminates at surface streets in the South of Market/Mission Bay area. At the interchange with U.S. 101, the I-280 is a six- to eight-lane freeway. In the vicinity of the project site, I-280 has eastbound and westbound on- and off-ramps at Alemany Boulevard.

Bayshore Boulevard is a north-south arterial that generally parallels U.S. 101, extending from Airport Boulevard in South San Francisco, through the City of Brisbane, to Cesar Chavez Street in San Francisco. Bayshore Boulevard merges into Third Street about 1¾ miles south of the project site. In the vicinity of the project site, Bayshore Boulevard has three travel lanes in each direction, with on-street parking on both sides of the street. In addition, Bayshore Boulevard has a center two-way turn lane, that allows for left-turns for both northbound and southbound traffic. The San Francisco *General Plan* designates Bayshore Boulevard as a Major Arterial in the Congestion Management Program (CMP) network, a Metropolitan Transportation System (MTS) Street, and a Transit Preferential (Transit Important) street to the south of U.S. 101. In addition, Bayshore Boulevard is part of bicycle route #25 (which operates on Paul Avenue and San Bruno Avenue south of the project site, and Potrero Avenue north of the project site).

Industrial Street is an east-west secondary arterial which links Bayshore Boulevard to Oakdale Avenue. Industrial Street is a four-lane roadway, with two lanes in each direction in the vicinity of the project site. Parking is prohibited on the south side of Industrial Street between Bayshore Boulevard and Loomis Street, but permitted on both sides of the street east of Loomis Street.

Oakdale Avenue is an east-west secondary arterial which links Bayshore Boulevard to Third Street. Oakdale Avenue is a four-lane roadway, with two lanes in each direction in the vicinity of the project site. Parking is permitted on both sides of the street. The north side between Bayshore Boulevard and Loomis Street is primarily commercial parking (yellow zone). In addition, Oakdale Avenue is part of bicycle routes #7, #25, and #70.

Loomis Street is a north-south local street connecting Industrial Street (across from Boutwell Street) to Oakdale Avenue. Loomis Street is a wide two-lane roadway, with one lane in each direction. Parking is permitted on both sides of Loomis Street.

Waterloo Street is an east-west local street connecting Loomis Street to Bayshore Boulevard. Waterloo Street is a narrow two-lane roadway, with one lane in each direction. Parking is permitted on the north side of the street.

Cortland Avenue is an east-west local street connecting Mission Street to Bayshore Boulevard through the Bernal Heights neighborhood. Cortland Avenue is a two-lane roadway, with one lane in each direction. Parking is generally permitted on both sides of the street.

Jerrold Avenue is a generally east-west local street connecting Third Street to Bayshore Boulevard. Jerrold Avenue is a two-lane roadway, with one lane in each direction. Parking is permitted on both sides of the street.

Freeway On-Ramp Operating Conditions

Existing freeway on-ramp level of service (LOS) operating conditions were determined for five key on-ramp locations in the vicinity of the proposed project that would serve traffic entering the regional freeway network. Operating conditions were based on freeway and ramp volumes obtained from Caltrans. The existing conditions were evaluated for the weekday PM peak hour (generally 5:00 to 6:00 p.m.) and the Saturday midday peak hour (generally 12:00 to 1:00 p.m.).

The operating conditions for the freeway on-ramps was evaluated using the *1994 Highway Capacity Manual (HCM)*[2] methodology. The Level of Service for the freeway-ramp junctions is based on the amount of vehicles (density) in the area of the freeway directly downstream of the analysis ramp. Density values of LOS A through E assume stable non-breakdown operations, while LOS F signifies that a breakdown condition exists or is expected to occur (i.e., the traffic flow on the freeway segment is not a steady, constant stream, but is instead characterized as start and stop conditions with extensive queuing). The location of the study freeway on-ramps is shown in Figure 10 on page 46.

As shown in Table 1 on page 47, during the weekday PM peak hour, four of the five study freeway on-ramps operate at LOS C. However, the westbound I-280 on-ramp from Alemany Boulevard currently operates at LOS F due to the high volume of commute traffic exiting San Francisco during this time period. During the Saturday midday peak hour, four of the five study freeway on-ramps operate at LOS B or C. However, the northbound U.S. 101 on-ramp from Bayshore/Cesar Chavez currently operates at LOS F due to high traffic volumes on the freeway and the general traffic congestion on U.S. 101/I-80 through downtown San Francisco.

In addition, a qualitative assessment was performed on the nearby freeway off-ramps. In general, the operations of freeway off-ramps are dictated by the operations of the adjacent and/or controlling intersections. For example, at the primary off-ramps that would be used to access the project site, the southbound U.S. 101 off-ramp to Alemany Boulevard is controlled by the intersection with Alemany/Putnam and the northbound U.S. 101 off-ramp to Alemany Boulevard is controlled by the intersection with Alemany/Cut-Thru Roadway. As such, the operation of these off-ramps is included in the analysis of the controlling intersection. For the off-ramps that are not located adjacent to study intersections, all were observed to be operating with acceptable conditions during the weekday PM peak hour and Saturday midday peak hour, with relatively short queues that did not spill to the freeway mainline.

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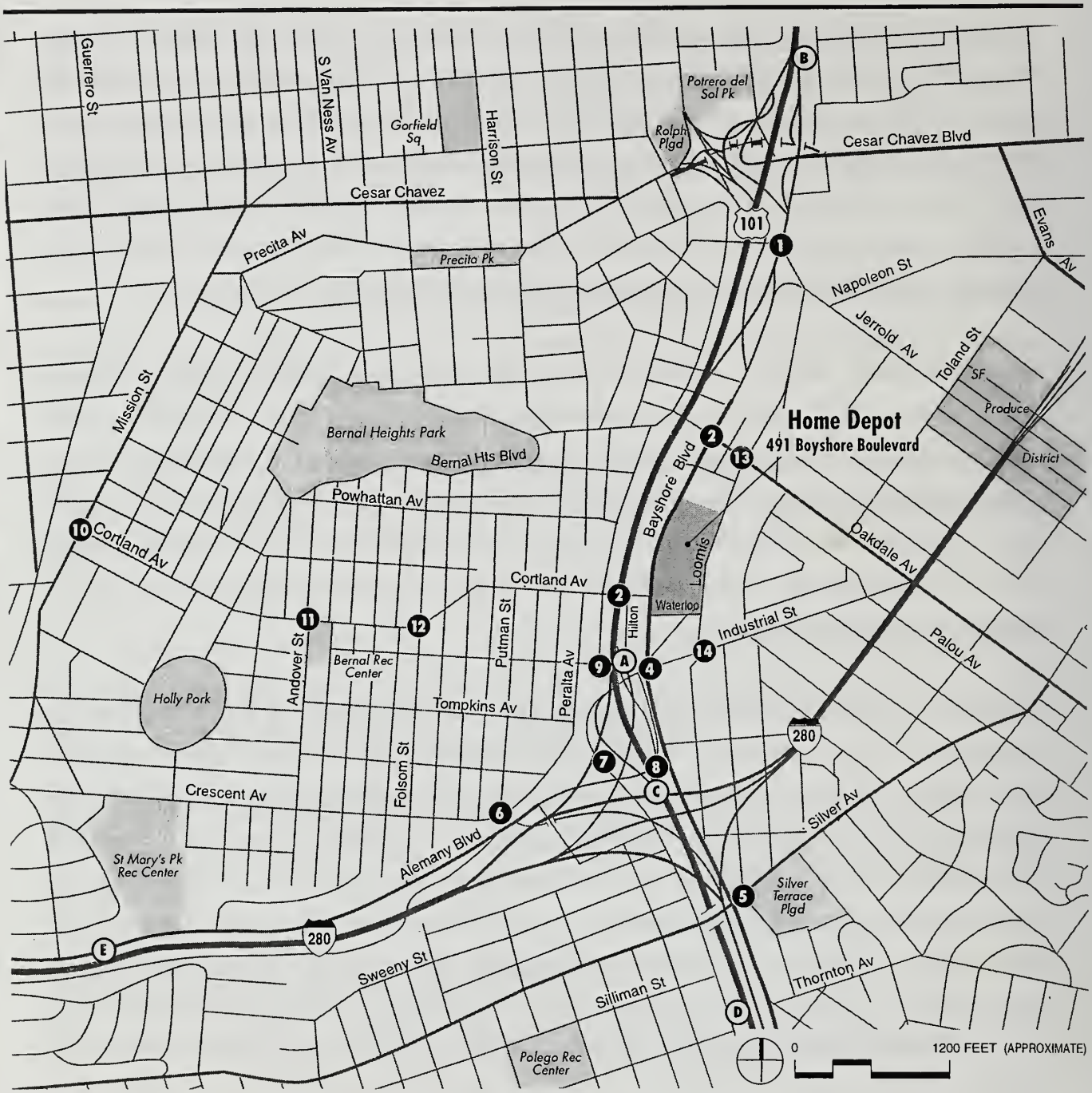
[2] *1985 Highway Capacity Manual*, Special Report 209, Transportation Research Board (1994 Update).



(A) Freeway on-ramps — see Table 1

(1) Study intersections — see Table 2

Source: Wilbur Smith Associates

ROADWAY NETWORK AND INTERSECTION ANALYSIS LOCATIONS FIGURE 10

Table 1
Freeway On-Ramp Level of Service
Existing plus Project Conditions – Weekday PM and Saturday Midday Peak Hours

On-Ramp Location	Weekday PM Peak Hour				Saturday Midday Peak Hour			
	Existing		Existing + Project		Existing		Existing + Project	
	LOS	Density	LOS	Density	LOS	Density	LOS	Density
A. U.S. 101 NB @ Alemany/Industrial	C	25	C	25	C	22	C	22
B. U.S. 101 NB @ Bayshore/Cesar Chavez	C	21	C	22	F	*	F	*
C. U.S. 101 SB @ Alemany/Industrial	C	24	C	24	C	23	C	23
D. U.S. 101 SB @ San Bruno	C	24	C	24	B	18	B	18
E. I-280 WB @ Alemany	F	*	F	*	B	17	B	17

Source: Wilbur Smith Associates – September 2001/March 2002
Notes:
Density presented in passenger cars per minute per lane (pcpmpl).
* Unstable flow – density cannot be calculated.

INTERSECTION OPERATING CONDITIONS

Existing intersection LOS operating conditions were conducted for fourteen key intersection in the vicinity of the project site for weekday PM peak hour and Saturday midday peak hour conditions. Operating conditions were based on recent intersection and roadway traffic count data collected in the spring of 2001, fall of 2001 and the winter of 2002.[3]

Intersection LOS is a qualitative description of an intersection's performance based on the average delay per vehicle. Intersection LOS ranges from LOS A, which indicates free flow or excellent conditions with short delays, to LOS F, which indicates congested or overloaded conditions with extremely long delays. Typically, LOS E and F represent unacceptable levels of service.

Both signalized and unsignalized intersections were evaluated using the HCM methodology. For signalized intersections, this method determines the capacity for each lane group approaching the intersection. The LOS is then based on average delay (in seconds per vehicle) for the various movements within the intersection. A combined weighted average delay and LOS is presented for the intersection. For unsignalized intersections, average delay and LOS are calculated by approach (e.g., southbound) and movement (e.g., southbound left-turn), for those movements that are subject to delay. For the purpose of this report, the operating conditions (LOS and delay) for unsignalized intersections are presented for the worst approach, or the approach that would be most affected by the proposed project (e.g., the northbound approach at the intersection of Oakdale/Loomis and the southbound approach at the intersection of Industrial/Loomis).

Table 2 on the following page presents the existing intersection Level of Service for weekday PM peak hour and Saturday midday peak hour conditions. During the weekday PM peak hour, all signalized intersections operate with acceptable operating conditions (LOS D or better). In addition, at the four STOP-controlled intersections, the worst STOP-controlled approaches all operate with acceptable conditions. During the Saturday midday peak hour, all signalized intersections and all worst approaches at the STOP-controlled intersections operate at LOS D or better.

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[3] Intersection counts conducted after existing uses on the project site (Goodman and Whole Earth Access) were closed.

Table 2
Intersection Level of Service
Existing plus Project Conditions – Weekday PM and Saturday Midday Peak Hours

Intersection	Weekday PM Peak Hour				Saturday Midday Peak Hour			
	Existing		Existing + Project		Existing		Existing + Project	
	Delay[1]	LOS	Delay[1]	LOS	Delay[1]	LOS	Delay[1]	LOS
Signalized Intersections								
1. Bayshore/Jerrold/US101 NB off	24.1	C	25.1	D	29.1	D	30.6	D
2. Bayshore/Oakdale	19.7	C	29.7	D	15.6	C	18.0	C
3. Bayshore/Cortland	17.2	C	27.4	D	9.8	B	34.6	D
4. Bayshore/Industrial	25.9	D	33.0	D	20.0	C	21.9	C
5. Bayshore/Silver	16.5	C	20.1	C	12.1	B	12.5	B
6. Alemany/Putnam/US101 SB off	15.2	C	15.5	C	24.1	C	33.2	D
7. Alemany/San Bruno/US101 SB on	14.7	C	17.9	C	13.0	B	16.1	C
8. Alemany/Cut-Thru/US101 NB off	4.7	A	4.9	A	3.4	A	4.1	A
9. Industrial/Cut-Thru	5.0	B	5.2	B	4.5	A	4.4	A
10. Mission/Cortland	14.5	B	22.4	C	16.5	C	32.4	D
STOP-Controlled Intersections								
11. Cortland/Andover[2]	8.4	B	10.2	C	8.9	B	9.7	B
12. Cortland/Folsom[2]	7.0	B	7.9	B	6.4	B	8.3	B
13. Oakdale/Loomis[3]	16.1	C	16.6	C	8.6	B	8.7	C
14. Industrial/Loomis[4]	6.7	B	8.6	B	7.8	B	5.6	B

Source: Wilbur Smith Associates – September 2001/March 2002

Notes:

[1] Delay presented in seconds per vehicle

[2] Delay and LOS presented for worst STOP-controlled approach

[3] Delay and LOS presented for northbound approach

[4] Delay and LOS presented for southbound approach

Since the time the traffic counts were conducted and the intersection operating conditions were developed for this report, the intersection of Oakdale/Loomis Streets was converted from two-way STOP-controlled (STOP signs at the northbound and southbound Loomis Street approaches) to all-way STOP-controlled. Due to the high volume of traffic on Oakdale Street, it was difficult for vehicles at the northbound and southbound approaches to travel through the intersection. However, with the installation of STOP-signs for Oakdale Avenue traffic, it has been observed that the average delay per vehicle at the northbound and southbound approaches has substantially decreased.

In 2000, the San Francisco Department of Parking and Traffic (DPT) instituted the Bernal Heights Traffic Calming Project Plan to address traffic problems in the Bernal Heights residential and commercial neighborhood.[4] The goal of the project was to identify traffic issues in the neighborhood (such as speeding, congestion, cut-through traffic and collision hot-spots) and to address these issues through the placement of a series of traffic calming measures, including traffic circles, islands and bulb-outs. Along Cortland Avenue, the DPT Plan identified the following concerns: cut-through traffic along the entire street between Bayshore Boulevard and Mission Street; collision hot-spots at the intersections with Bayshore Boulevard, Nevada Street, Ellsworth Street, Andover Street and Mission Street; and congestion at the intersections of Cortland/Andover and Mission/Cortland. To address these issues, the study recommended the installation of center islands, new crosswalks, high-visibility crosswalks, curb bulb-outs and textured intersections along the street.

In addition, the study identified concerns at the intersection of Alemany/Putnam/U.S. 101 southbound off-ramp, including speeding, cut-through traffic, collisions and congestion. To address these issues, the study recommended the installation of a new traffic island and high-visibility crosswalks.

The proposed traffic calming measures, if implemented, would affect the configuration of the study intersections of Mission/Cortland, Cortland/Andover, Cortland/Folsom and Alemany/Putnam/U.S. 101 southbound off-ramp. However, these proposed changes would not substantially affect intersection operating conditions, since the changes would not reduce the number of traffic lanes, alter the traffic control devices, or substantially reduce the traffic volumes. As a result, implementation of Bernal

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[4] San Francisco Department of Parking and Traffic, *Draft South Bernal Heights Traffic Calming Plan*, 2002.

Heights Traffic Calming Project would not affect the intersection level of service analysis contained in this report.

TRANSIT NETWORK

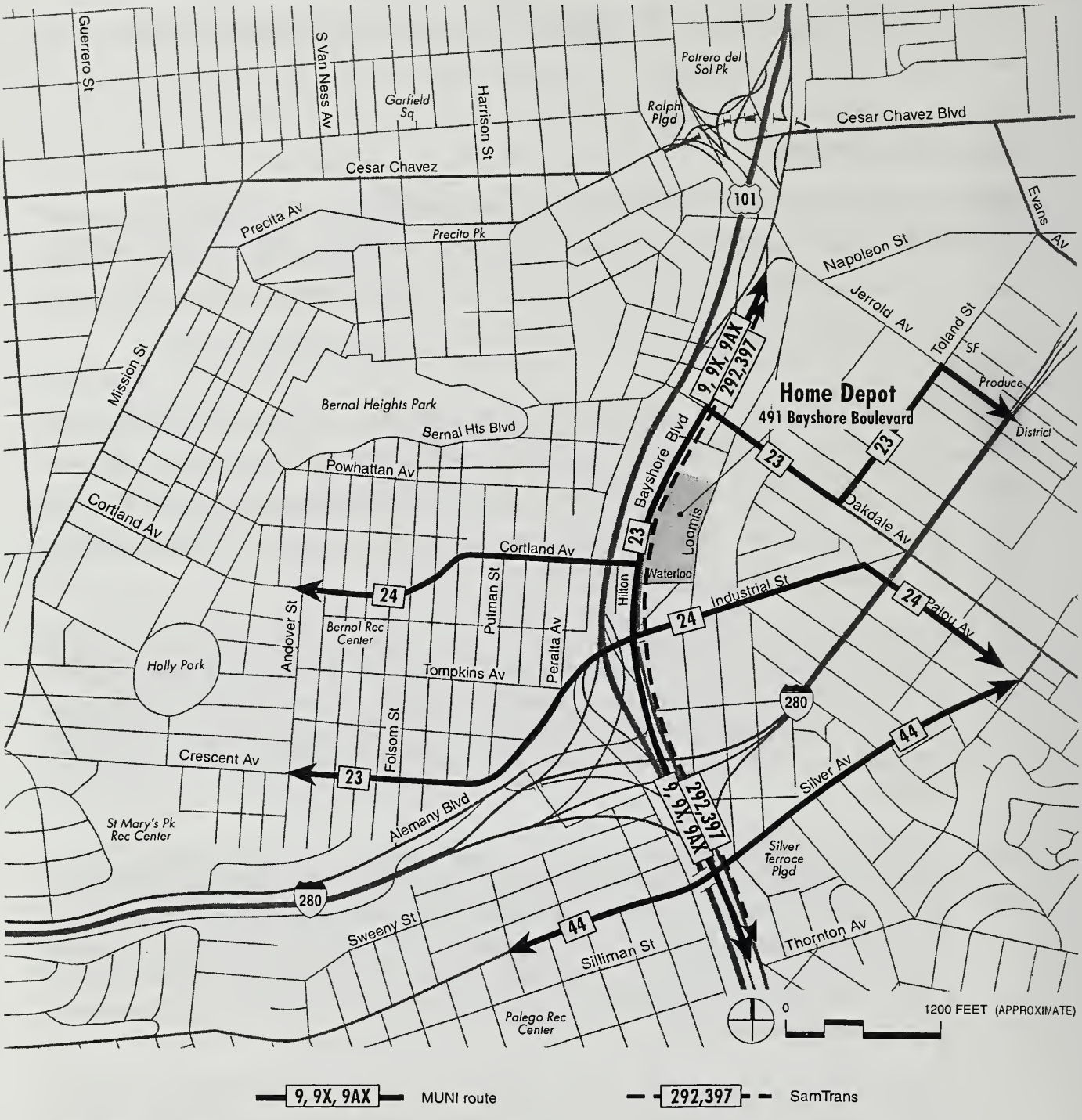
Both local and regional transit service is provided near the proposed project, with local service provided by the San Francisco Municipal Railway (Muni) and regional service provided by SamTrans (Figure 11, page 52). In addition, regional service, such as BART, SamTrans, Golden Gate Transit and AC Transit is provided in downtown San Francisco and can be accessed by the adjacent transit lines.

Muni: The San Francisco Municipal Railway provides transit service within the City and County of San Francisco, operates several types of service, including bus (diesel and electric trolley), light rail (Muni Metro), cable car, and electric streetcar. The intersection of Bayshore/Cortland Avenues is a major transfer point for the Muni-9 San Bruno, 23-Monterey and the 24-Divisidero. Four Muni bus lines provide service in the vicinity of the project site, as discussed below:

- The **9-San Bruno** operates between Visitacion Valley and downtown San Francisco. The 9-San Bruno is a local route which operates seven days a week, with headways between 8 and 15 minutes. The closest inbound (toward downtown) stops are located near the intersection of Bayshore/Marengo Street and in front of the vacant Goodman Lumber building on Bayshore. Outbound, the closest stop is located directly across the street from the site on Bayshore Boulevard.

- The **23-Monterey** is a cross-town bus route in the south section of San Francisco. The 23-Monterey operates seven days a week, with headways between 15 and 20 minutes. The line links the San Francisco Zoo (west) at Sloat Boulevard to the Bayview/Hunters Point area (east) along Palou Avenue. In the vicinity of the project site, the 23-Monterey operates on Industrial Avenue and Bayshore Boulevard, with the closest inbound stop located on Bayshore Boulevard in front of the project site and the closest outbound stop directly across the street from the site on Bayshore Boulevard.

- The **24-Divisidero** is a cross-town route which provides travel between the Pacific Heights, Haight, Castro, Noe Valley, Glen Park, Bernal Heights and Bayview/Hunters Point neighborhoods. The 24-Divisidero operates seven days a week, at 15- to 20-minute headways throughout the day. In the vicinity of the project site, the 24-Divisidero operates on Cortland and Industrial Avenues, with the closest inbound and outbound stops located near the intersection of Bayshore Boulevard and Cortland Avenue.



Source: Wilbur Smith Associates

EXISTING TRANSIT NETWORK FIGURE 11

- The **44-O'Shaughnessy** is a cross-town route which provides travel between the Inner Richmond, Golden Gate Park, Twin Peaks, Glen Park, Bernal Heights and Bayview/Hunters Point neighborhoods. The 44-O'Shaughnessy operates at 10- to 20-minute headways throughout the day. In the vicinity of the project site, the 44-O'Shaughnessy operates on Silver Avenue, with the closest stop located near the intersection of Bayshore/Silver.

SamTrans: The San Mateo County Transit District (SamTrans) provides bus service between San Mateo County and San Francisco. SamTrans operates 14 bus lines which serve San Francisco, including 12 routes into the downtown area. Two SamTrans bus routes (#292 and #397) run on Bayshore Boulevard and provide service in the vicinity of the project site. The #292 operates between San Mateo (at the Hillsdale Caltrain station), the San Francisco airport and downtown San Francisco, with 15- to 40-minute headways on weekdays and 30- to 60-minute headways on weekends. The #397 provides late-night service with one-hour headways between Palo Alto (at the Palo Alto Caltrain station) and downtown San Francisco on weekdays and weekends. The nearest inbound (towards downtown San Francisco) SamTrans stop is located on Bayshore Boulevard to the south of Waterloo Street, and the nearest outbound (away from downtown San Francisco) stop is located on Bayshore Boulevard north of Cortland Avenue.

PARKING CONDITIONS

The existing on-street parking supply and occupancy were qualitatively assessed for the east side of Bayshore Boulevard and both sides of Loomis Street between Industrial Street and Oakdale Avenue. The parking supply and occupancy were estimated based on field observations conducted in April 2001, from 1:00 to 3:00 p.m. for weekday and Saturday conditions, which represent the peak parking periods of the surrounding neighborhood. In general, the on-street parking throughout the study area is unmetered and unrestricted with the exception of street cleaning restrictions. Approximately 125 on-street parking spaces were identified on Bayshore Boulevard and Loomis Street, of which about 50 percent were estimated to be occupied on the weekday and weekend afternoon periods.

PEDESTRIAN CONDITIONS

The sidewalks along the east side of Bayshore Boulevard are 12- to 15-feet wide and crosswalks across Bayshore Boulevard are also 12- to 15-feet wide. On typical weekdays and weekends, pedestrian activity in the immediate vicinity of the project site is relatively light throughout the day. Pedestrians

are able to easily walk along the adjacent sidewalks and crosswalks without interference from vehicles and buses.

The distance across Bayshore Boulevard at Cortland Avenue is about 100 feet curb-to-curb (six travel lanes, two parking lanes and one center turn lane). Currently, about 20 to 25 seconds is provided at the traffic signals for pedestrians to cross Bayshore Boulevard. At the north side crosswalk at this location, a small mid-street island is available for persons unable to cross within the allotted time. Based on field observations, the primary reason for not crossing completely is due to pedestrians leaving late into the cycle, jaywalking, or experiencing delays due to traffic turning off of Cortland Avenue.

BICYCLE CONDITIONS

There are a number of bicycle routes in the vicinity of the project site. Route #25 runs along Bayshore Boulevard and serves as a primary north-south route linking the southeastern part of San Francisco to the Marina District. To the south of the project site, the #25 route runs on Paul Avenue and San Bruno Avenue; north of the project site the #25 route runs on Oakdale Avenue and Potrero Avenue. In addition, bicycle routes are also located on Oakdale Avenue (#7 and #70) and Silver Avenue (#70). These bicycle routes are classified as Class III, which means they contain route signs only, with no separate bicycle paths or lanes. On typical weekdays and weekends, bicycle activity in the immediate vicinity of the proposed project is light throughout the day.

Impacts

SIGNIFICANCE CRITERIA

The following are the significance criteria used by the Planning Department for the determination of impacts associated with the proposed project:

Freeway on-ramps: The operational impact on freeway on-ramps is considered significant when project-related traffic causes the on-ramp/freeway junction level of service to deteriorate from LOS D or better to LOS E or F, or from LOS E to LOS F. In addition, the project would have a significant effect on the environment if it would contribute substantially (over five percent contribution to the ramp volumes) to on-ramp congestion already at unacceptable levels, such that the period of peak congestion would be substantially lengthened.

Intersections: The operational impact on signalized intersections is considered significant when project-related traffic causes the intersection level of service to deteriorate from LOS D or better to LOS E or F, or from LOS E to LOS F. The project may result in significant adverse impacts at intersections that operate at LOS E or F under existing conditions depending upon the magnitude of the project's contribution to the worsening of the average delay per vehicle. In addition, the project would have a significant adverse effect if it would cause major traffic hazards or contribute considerably to cumulative traffic increases that would cause deterioration in levels of service to unacceptable levels.

Transit: The project would have a significant effect on the environment if it would cause a substantial increase in transit demand that could not be accommodated by existing or proposed transit capacity, resulting in unacceptable levels of transit service; or cause a substantial increase in operating costs such that significant adverse impacts in transit service levels could result.

Parking: Parking supply is not considered to be a part of the permanent physical environment in San Francisco.[5] Parking conditions are not static, as parking supply and demand vary from day to night, day to day, month to month, etc. Hence, the availability of parking spaces (or lack thereof) is not a permanent physical condition, but changes over time as people change their modes and patterns of travel. Therefore, parking deficits are considered to be social effects, rather than impacts on the physical environment as defined by CEQA.

Thus, a parking shortage is not considered to be a permanent condition and is also not considered to be a physical environmental impact even though it is understood to be an inconvenience to drivers. Therefore, the creation of or an increase in parking demand resulting from a proposed project that cannot be met by existing or proposed parking facilities would not in and of itself be considered a significant environmental effect under CEQA. In the absence of such physical environmental impacts, CEQA does not require environmental documents to propose mitigation measures solely because a project is expected to generate parking shortfalls.

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[5] Under California Public Resources Code Section 21060.5, "environment" means "the physical conditions which exist within the area which will be affected by a proposed project, including land, air, water, minerals, flora, fauna, noise, and objects of historic or aesthetic significance."

Parking deficits may be associated with secondary physical environmental impacts, such as increased traffic congestion at intersections, air quality, or noise effects caused by congestion. However, as noted above, in the experience of San Francisco transportation planners, the absence of a ready supply of parking spaces, combined with available alternatives to auto travel (e.g., transit, taxis, bicycles or travel by foot) and the relatively dense patterns of urban development, may induce drivers to seek and find alternative parking facilities, shift to other modes of travel, or change their overall travel habits. Any such resulting shifts to transit service, in particular, would be in keeping with the City's "Transit First" policy.

Additionally, regarding potential secondary effects, cars circling and looking for a parking space in areas of limited parking supply is typically a temporary condition, often offset by a reduction in vehicle trips due to others who are aware of constrained parking conditions in a given area. Hence, any secondary environmental impacts that may result from a shortfall in parking in the vicinity of the proposed project would likely be minor and difficult to predict.

Pedestrians: The project would have a significant effect on the environment if it were to result in substantial overcrowding on public sidewalks, create potentially hazardous conditions for pedestrians, or otherwise interfere with pedestrian accessibility to the site and adjoining areas.

Bicycles: The project would have a significant effect on the environment if it would create potentially hazardous conditions for bicyclists or otherwise substantially interfere with bicycle accessibility to the site and adjoining areas.

Loading: Loading impacts were assessed by comparing the proposed loading space supply to the *Planning Code* requirements and the estimated loading demand during the peak hour of loading activities. The project would have a significant effect if the demand for loading space would be substantially greater than the loading dock supply.

Construction: Construction-related impacts generally would not be considered significant due to their temporary and limited duration.

PROJECT TRAVEL DEMAND

For the purpose of the analysis contained in this report, both the weekday PM peak hour (generally 5:00 to 6:00 p.m.) and the Saturday midday peak hour (generally 12:00 to 1:00 p.m.) conditions were assessed, since they represent the worst weekday and weekend conditions of the local transportation network. Due to the unique nature of the proposed land use, standard trip generation and mode splits from the San Francisco Planning Department's *Interim Transportation Impact Analysis Guidelines*[6] (*SF Guidelines*) were not used. To determine weekday PM peak hour trip generation, driveway counts were performed at four similar Home Depot stores in California (see Appendix B), so that the trip generation of the proposed project could be based on actual activity levels. These four comparable stores were selected based on their access (either free-standing or with separate entrances/exits for their parking facilities) and location (within urbanized areas). From the driveway counts, weekday PM peak hour vehicle-trip generation rates (on a per square foot basis) were developed. The Saturday midday peak hour trip generation was based on a comparison between weekday PM peak hour and Saturday midday peak hour driveway counts from the Colma store. To determine the Saturday midday peak hour trip generation, the ratio between the weekday PM peak hour and Saturday midday peak hour driveway counts from the Colma store was ascertained. This ratio was applied to the weekday PM peak hour trip generation rate for the proposed project to estimate the project's Saturday midday peak hour trip generation rate.

Weekday PM Peak Hour and Saturday Midday Peak Hour Trip Generation: During the weekday PM peak hour, the average trip generation rate for the four surveyed locations was 5.54 vehicle-trips per 1,000 sq.ft., with approximately 48 percent of the vehicle-trips inbound to the site and 52 percent outbound from the site. During the Saturday midday peak hour, the trip generation rate was estimated to be 8.88 vehicle-trips per 1,000 sq.ft., with approximately 52 percent inbound to the site and 48 percent outbound from the site.

Weekday Peak Hour of Activity Trip Generation: It should be noted that the peak hour of weekday activity for the proposed land use typically occurs during the middle of the day. During this period, the maximum number of vehicles entering and exiting at the project driveways on weekdays would occur.

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[6] San Francisco Planning Department, *Interim Transportation Impact Analysis Guidelines for Environmental Review*, January 2000.

Although the proposed project would generate more vehicle-trips during this peak hour of activity than during the PM peak hour, the total intersection volumes would be lower, resulting in equal to or better intersection operating conditions; as such, only the queuing analysis was conducted for this time period. It was estimated that the trip generation during the peak hour of activity would be approximately 25 percent greater than during the weekday PM peak hour,[7] which would result in a trip generation rate of about 6.93 vehicle-trips per 1,000 sq.ft. In addition, it was estimated that 52 percent of the vehicle-trips would be inbound to the site and 48 percent would be outbound from the site during this period.

Mode Split Assumptions: Due to the nature and typical location of Home Depot stores, very few customers and employees take transit, walk, or bicycle to and from the store. Since the proposed project would be located in a more urban and transit/walk/bicycle-accessible area than most other Home Depot locations, it is likely that more employees and customers may travel to and from the proposed project via these non-vehicular modes. However, for the purpose of the analysis contained in this report, it was assumed that all customer and employee trips generated by the proposed project would be via private vehicles. This assumption would result in a conservative estimate in the number of vehicle-trips generated by the proposed project, and would therefore result in a conservative analysis of the traffic impacts associated with the proposed project. The same mode split assumptions were used for the analysis of the three study time periods.

Overall, the proposed project would generate 848 vehicle-trips during the weekday PM peak hour, of which 409 vehicle-trips would be inbound to the site and 439 vehicle-trips would be outbound from the site. During the Saturday midday peak hour, the proposed project would generate about 1,268 vehicle-trips, of which 657 vehicle-trips would be inbound and 611 vehicle-trips would be outbound. During the weekday peak period of activity, the proposed project would generate about 1,060 vehicle-trips, of which 551 vehicle-trips would be inbound and 509 vehicle-trips would be outbound.

It should be noted that the Home Depot driveway counts used to develop the trip generation rates were conducted during the month of July. According to information provided by the project sponsor, the monthly sales at Home Depot stores vary throughout the calendar year. However, the highest monthly sales activity typically occurs in July, with sales over 20 percent greater than average. Monthly sales

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[7] Institute of Transportation Engineers (ITE) *Trip Generation*, 6th Edition. Land Use #862.

activity during the holidays (November and December) is substantially lower. As such, the trip generation rates used in this analysis represent the peak month of activity and would therefore represent the highest traffic volumes expected to be generated by the proposed project.

In addition, it should be noted that the weekday PM peak hour, weekday peak hour and Saturday midday peak hour trip generation rates used in this analysis are substantially higher than those presented in the Institute of Transportation Engineers (ITE) *Trip Generation* manual for a similar land use. As a result, the trip generation rates in this analysis would also result in a more conservative analysis of the traffic impacts associated with the proposed project.

Trip Distribution/Traffic Assignment: As a means to determine the distribution of the vehicle-trips generated by the proposed project, demographic forecasts for the proposed Bayshore Boulevard location were provided by the project sponsor. The project sponsor hired a market research firm to estimate the geographic location of its potential customers. This distribution was determined at a zip code level and accounted for the characteristics of the proposed store and its surrounding population. The characteristics of the store included the location of sister stores and the location of nearby competitors. The characteristics of the potential users were based on various factors of each nearby zip code, including the average distance to the store, number of dwelling units, percent of units that are owner occupied, and the median income of residents. Based on the demographic forecasts, it was estimated that 76 percent of the customers of the proposed project would come from San Francisco, with the remainder from cities to the south (including Brisbane, Daly City, South San Francisco, San Mateo, Millbrae, San Bruno and Colma).

This distribution was used as the basis for assigning the project-generated trips to the local streets and regional freeways in the study area. For each zip code, potential vehicular routes to and from the project site were identified (with consultation of Planning Department staff), and traffic was assigned based on the most convenient routes. Based on the location of the major roadways, freeways and their on- and off-ramps, it was estimated that approximately 24 percent of the vehicles would approach the proposed project from southbound Bayshore Boulevard, 48 percent from northbound Bayshore Boulevard, 13 percent from Cortland Avenue and 15 percent from Loomis Street. These assignments were used for all analysis time periods.

Parking Demand: Parking demand for the proposed project was estimated from a parking demand study conducted at other Home Depot stores nationwide.[8] For the study, the hourly parking demand (both customer and employee) for 26 stores was counted on weekdays and weekends. The annual sales information for each store was obtained, and the sales information for the parking survey day was compared to the annual total. Based on this ratio, the parking demand was adjusted to account for the fifth busiest day at each store (parking facilities are typically sized to accommodate the fifth busiest day of activity, also referred to as the "design day"). Parking demand equations were then developed for both weekdays and weekends based on the size of the facility, in terms of square footage of the store and garden center. Overall, the proposed project is anticipated to have a peak demand for 502 spaces on a weekday and 539 spaces on a weekend. The peak parking demand for Home Depot stores typically occurs between 12:00 and 2:00 p.m. on weekdays and between 12:00 and 3:00 p.m. on weekends.

To ensure that the study parking demand rates would be consistent for local parking characteristics, the parking demand at the Home Depot store in Colma was determined for an average Saturday in June. During the Saturday midday peak hour, the parking demand at the Colma store was counted to be 367 spaces, which would be about 82 spaces fewer than calculated using the study parking demand rates (449 spaces). As a result, it is anticipated that the parking demand for the proposed project would be equal to, or less than, that presented above.

Loading Demand: Freight delivery demand generated by the proposed project was developed from information provided by the project sponsor based on the loading activity at a similar Home Depot location (Colma). It was estimated that the proposed project would generate 30 trucks per day – 15 semi tractor-trailers and 15 small trucks/vans. In general, deliveries would be made between 7:00 a.m. and 5:00 p.m., with occasional deliveries scheduled between 6:00 and 7:00 a.m., or between 5:00 and 6:00 p.m. The peak of the loading activities is anticipated to occur between 10:00 a.m. and 1:00 p.m., with approximately 50 percent of the activities scheduled for this period. The project sponsor estimated that there would be an average demand for two loading docks and a peak demand for four loading docks (two long-term and two short-term) at the proposed project. In addition, several of the small deliveries would likely take place next to the garden center, in the rear lumber off-loading area, or near the front of the store.

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[8] "Parking Demand Study – The Home Depot" by Barton-Aschman Associates, Inc. January 1992.

likely take place next to the garden center, in the rear lumber off-loading area, or near the front of the store.

FREEWAY ON-RAMP IMPACTS

As Table 1 (page 47) indicates, the addition of the vehicle-trips generated by the proposed project would not change the operating conditions at the study locations for either the weekday PM peak hour or the Saturday midday peak hour analyses. All study freeway on-ramps would continue to operate at the same levels of service as under existing conditions.

It should be noted that with the *HCM* methodology for determining the operating conditions of freeway on-ramps, the density of the on-ramp/freeway junction is based upon the combined on-ramp volume and freeway mainline volume. As a result, minor changes to the on-ramp volumes (e.g., with the addition of the new vehicle-trips generated by the proposed project) would not result in substantial changes to the density, and correspondingly, the operating conditions of the study on-ramps.

The two study freeway on-ramps that operate at LOS F under Existing conditions would continue to operate at LOS F under Existing plus Project conditions. Overall, the proposed project would contribute about 3.5 percent to the total traffic volumes at the westbound I-280 on-ramp from Alemany Boulevard during the weekday PM peak hour, and about 2.2 percent to the total traffic volumes at the northbound U.S. 101 on-ramp from Bayshore/Cesar Chavez during the Saturday midday peak hour. Since the proposed project's contribution is less than five percent and would be imperceptible to drivers, it would not have a significant contribution to poor operating conditions at both freeway on-ramp analysis locations that would operate at LOS F under Existing and Existing plus Project conditions.

INTERSECTION IMPACTS

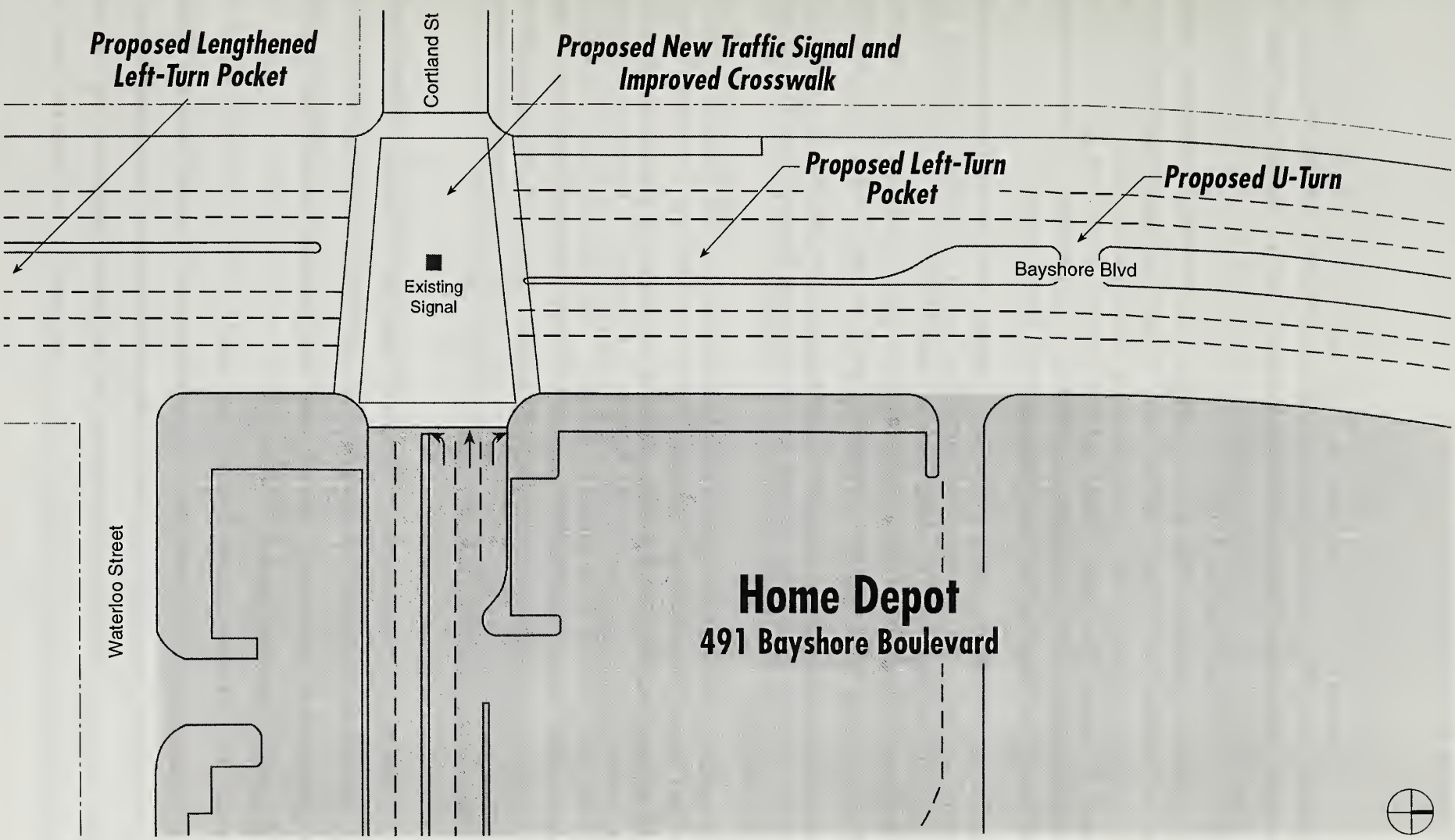
Table 2 (page 49) indicates that the addition of project-generated traffic would result in minimal changes in average vehicle delay at most of the study intersections, and all study intersections would continue to operate at similar service levels as under existing conditions. During both the weekday PM peak hour and the Saturday midday peak hour, all study intersections would continue to operate with acceptable (LOS D or better) conditions, and the proposed project would not result in any significant impacts.

Although the overall levels of service would remain similar, vehicles destined to and from the proposed project would result in a moderate increase in delay at individual movements at several study intersections. As such, vehicles making these movements may experience somewhat higher delays than vehicles at the intersection as a whole. However, the increase in delay at these individual movements would not result in the intersection operating at unacceptable service levels. In addition, the proposed project would also result in increases in traffic volumes at several movements at the study intersections. These volume increases would not increase the average delay per vehicle at the individual movements or the intersections as a whole.

On Cortland Avenue, the proposed project would add about 106 vehicles during the weekday PM peak hour and 159 vehicles during the Saturday midday peak hour. Currently, traffic volumes on Cortland Avenue are relatively light (about 750 vehicles per hour during the weekday PM peak hour and 700 vehicles per hour during the Saturday midday peak hour). As a result, the new vehicle-trips generated by the proposed project would increase the hourly traffic volumes on the roadway. Since the existing volumes are low, however, this increase would not substantially worsen operating conditions of intersections along Cortland Avenue.

Changes to Bayshore Boulevard and Bayshore/Cortland Intersection: As part of the proposed project, the configuration of the intersection of Bayshore/Cortland would be modified to account for vehicles destined to and from the proposed parking garage (see Figure 12, page 63). To accommodate vehicles destined to the project site from southbound Bayshore Boulevard, a southbound left-turn pocket would be created and a protected left-turn phase would be established within the Bayshore/Cortland signal timing plan. In addition, to account for the changes in signal timing, the northbound left-turn pocket would need to be extended. Further information about these changes include the following:

- Currently, there is a center two-way turn lane on Bayshore Boulevard between Cortland and Oakdale Avenues (i.e., both northbound and southbound left-turning traffic can use the lane). To provide access into the project site from southbound Bayshore Boulevard and to provide sufficient storage space for vehicles waiting in queue, a portion of the center-turn lane would need to be converted into an exclusive southbound left-turn pocket. Based on the results of the queuing analysis (see following discussion), a distance of 180 feet would be sufficient for the left-turn pocket.



Source: Greenberg Farrow Architecture

PROPOSED TRAFFIC IMPROVEMENTS FIGURE 12

- The conversion of the center-turn lane to an exclusive southbound left-turn pocket would affect vehicular access from northbound Bayshore Boulevard to approximately 12 parking spaces located at 470 Bayshore Boulevard (Kitchen Appliance Center). Currently, northbound traffic can enter the two-way left turn lane immediately north of Cortland Avenue and access the 90-degree parking spaces located in front of the store (note that direct vehicular access would continue to be maintained to the northern parking spaces on Bayshore Boulevard and to the separate parking lot off Cortland Avenue). Access to these parking spaces would be blocked by the southbound left-turn pocket. To provide access to these spaces, a northbound U-turn pocket would be created. This pocket would be located directly north of the southbound left-turn pocket, and would allow U-turns to occur mid-block. Examples of these facilities can be found further north on Bayshore Boulevard and on South Van Ness Avenue.
- Traffic signals at the intersection of Bayshore/Cortland would be changed with the proposed project. Since a new southbound left-turn phase would be needed, the signals on both northbound and southbound Bayshore Boulevard would be adjusted or upgraded. In addition, to accommodate vehicles exiting the proposed parking garage, a new traffic signal would be installed at this location and a new westbound phase to the signal timing would be established.
- As part of the new signalization, pedestrian signals with countdown indicators (WALK/DON'T WALK indicators which present the time remaining to cross the street) would be installed at all four crosswalks.
- The northbound left-turn pocket at Bayshore Boulevard to Cortland Avenue is currently about 140 feet long, which provides storage space for about seven vehicles. Due to the changes in the intersection signal timing and phasing, however, the amount of green time provided to the northbound left-turn movement would decrease. As a result, the length of the queue would increase (as discussed in the following section). To accommodate this longer queue, the northbound left-turn pocket would be extended by approximately 70 feet (to a total distance of 210 feet) by carving out a portion of the center concrete island. The left-turn pocket could be extended up to 280 feet long. This change would not affect the current configuration of the northbound and southbound Bayshore Boulevard travel lanes.

To potentially improve operations and safety of the eastbound approach of Cortland Avenue to Bayshore Boulevard, the current configuration of the street could be modified to provide two lanes in the eastbound approach to the intersection. This would be an improvement measure in addition to those measures proposed as part of the project.

At the eastbound approach of Cortland Avenue to Bayshore Boulevard, Cortland Avenue is 40 feet wide, with one travel lane in each direction and on-street parking and bus stops on both sides of the street. At the approach, the bus stop for the Muni 24-Divisidero is 120 feet long (the entire length of the block between Bayshore Boulevard and Hilton Street) and the travel lane is 17 feet wide (the travel lane for

westbound Cortland Avenue is 23 feet wide). When buses are not stopped at the bus stop, the eastbound approach usually operates as two lanes – vehicles turning left travel in the regular traffic lane and vehicles turning right travel in the bus stop. When buses are stopped, however, they limit the potential for right-turning vehicles to use the bus stop as a right-turn lane and can block the regular travel lane. When this occurs, lengthy queues can develop and vehicles encroach into the westbound lane to maneuver around the stopped bus.

As an improvement measure to improve operations and safety at the eastbound approach of Cortland Avenue to Bayshore Boulevard, the centerline between the eastbound and westbound directions could be restriped to provide 24 feet in the eastbound direction and 16 feet in the westbound direction. In addition, the bus stop could be shortened to 60 feet long (starting at Hilton Street) and two lanes could be striped at the approach (providing about 60 feet at the second lane). As a result of these changes, vehicular circulation would improve and the operating conditions of the approach and the entire Bayshore/Cortland intersection with the project would be helped (to an average delay of 26.9 seconds per vehicle during the weekday PM peak hour and to an average delay of 33.8 seconds per vehicle during the Saturday midday peak hour).

It should be noted that, with the narrowed westbound lane, long trucks, buses and other similar vehicles may cross the center line when turning right from southbound Bayshore Boulevard. In addition, with a 16-foot wide westbound lane, the two on-street parking spaces along the north curb of Cortland Avenue would be eliminated. As a result, additional engineering study and coordination with the appropriate City agencies would be required before these changes could be implemented.

Queuing Analysis: To supplement the analysis of the intersection operating conditions, a queuing analysis was performed at the intersection of Bayshore/Cortland, where the main project driveway would be located. For the analysis, the queues at the southbound left-turn from Bayshore Boulevard to the garage driveway at Cortland Avenue, the northbound left-turn from Bayshore Boulevard to Cortland Avenue and along eastbound Cortland Avenue approach to Bayshore Boulevard were assessed for the weekday PM peak hour, Saturday midday peak hour and weekday peak hour of activity conditions. Both Existing and Existing plus Project conditions were examined in order to get a magnitude of increase comparison for the northbound left-turn and eastbound queuing conditions.

Two different measures of the queue were determined for the queuing analysis: the average queue and the 95th percentile queue. The average queue represents the length of the queue that would form if vehicles arrived at an average, constant rate to the intersection. The 95th percentile queue represents the theoretical maximum queue length and accounts for the non-constant arrival rates of vehicles to the intersection. The 95th percentile queue is used for the design of turn pockets, as the standard is to have a pocket of sufficient length to accommodate the 95th percentile queue. Both the average queue and the 95th percentile queue lengths were calculated using a computer spreadsheet model that took into account the arrival patterns of vehicles at intersections. The results of the analysis are shown in Table 3 on page 67.

At the **southbound left-turn** from Bayshore Boulevard to the project driveway, average queues would be about 50 to 100 feet long and the maximum 95th percentile queue would be about 150 feet long, or about six to seven vehicles. As a result, the proposed left-turn pocket of 180 feet would be sufficient to accommodate the left-turning queues during the three analysis periods. With this pocket, vehicles attempting to enter the project site from southbound Bayshore Boulevard could be contained within the pocket and would not affect through traffic operations along Bayshore Boulevard.

At the **northbound left-turn** from Bayshore Boulevard to westbound Cortland Avenue, the pocket is about 140 feet long and would be extended by at least 70 feet (to a total distance of 210 feet) with the proposed project. The pocket could be potentially extended to 280 feet long. During the three analysis periods, the 95th percentile queues that currently develop at this movement (generally between 55 and 135 feet long) can all be accommodated within the existing pocket. With the proposed project, the percentage of the traffic signal's green time dedicated to the northbound left-turn movement would decrease, which would cause the queues to lengthen. On average, the queues that would develop would still be accommodated within the existing pocket. However, the 95th percentile queue would be about 205 feet long during the weekday PM peak hour and 175 feet long during the Saturday midday peak hour. The extended pocket would accommodate these queues. It is anticipated that this change would not affect operations along northbound or southbound Bayshore Boulevard.

Table 3

Queuing Analysis at Bayshore/Cortland Intersection
Existing and Existing plus Project Conditions

Location / Time Period	Existing			Existing plus Project		
	Volume	Queue Length[1]		Volume	Queue Length[1]	
		Avg.	95th		Avg.	95th
Southbound Left-Turn						
Weekday PM Peak Hour	–	–	–	95	50	80
Saturday Midday Peak Hour	–	–	–	155	100	150
Weekday Peak Hour of Act.	–	–	–	120	50	75
Northbound Left-Turn						
Weekday PM Peak Hour	250	90	135	250	135	205
Saturday Midday Peak Hour	180	55	85	180	115	175
Weekday Peak Hour of Act.	120	35	55	120	50	75
Eastbound Approach						
Weekday PM Peak Hour	290	105	155	340	185	305
Saturday Midday Peak Hour	410	105	160	490	275	460
Weekday Peak Hour of Act.	300	70	105	365	140	210

Source: Wilbur Smith Associates – March 2002

Notes:

All distances in feet

[1] Queue lengths assumes an average of 22 feet per vehicle.

At the **eastbound approach** of Cortland Avenue to Bayshore Boulevard, the 95th percentile queues that currently develop extend about 105 to 160 feet (up to the U.S. 101 overpass). With the proposed project, the addition of project-related traffic and adjustments to the signal timing would result in the lengthening of the eastbound queue. The average queues would be about 185 feet during the weekday PM peak hour and 275 feet during the Saturday midday peak hour (both of which would extend underneath the U.S. 101 overpass). The 95th percentile queues (which would occur five percent of the time during the peak hours, or about once or twice an hour) would be about 210 feet long during the weekday midday peak hour of activity, 305 feet during the weekday PM peak hour and 460 feet during the Saturday midday peak hour. This 95th percentile queue during the Saturday midday peak hour would extend past the intersection of Cortland/Peralta.

Queues at the Cortland Avenue approach to Bayshore Boulevard may block vehicular access to the adjacent business establishments (in particular the parking lot and loading dock at the Kitchen Appliance

Center at 470 Bayshore Boulevard and the back-of-house operations at the Floorcraft Nursery at 550 Bayshore Boulevard). Since there are no cross-streets, driveways or businesses/residences between Hilton Street and Peralta Street, these queues would not substantially affect access to and from Cortland Avenue. Cortland Avenue is the only substantial east-west street through the Bernal Heights area. The queues at the eastbound approach to Bayshore Boulevard may affect overall circulation on Cortland Avenue. To avoid the queues and the associated delays at the Bayshore/Cortland intersection, drivers may divert to other routes, such as Putnam Street. The analysis of the Bayshore/Cortland intersection and the Cortland Avenue approach accounted for the delays associated with these queues. The proposed improvements to the eastbound approach would result in the reduction of the 95th percentile queues by about 10 percent, although the resulting queues would still be lengthy (275 feet during the weekday PM peak hour and 410 feet during the Saturday midday peak hour which would extend almost to the Cortland/Peralta intersection).

In addition, the queues that would develop at the northbound left-turn from Bayshore Boulevard to westbound Cortland Avenue and along the eastbound Cortland Avenue approach to Bayshore Boulevard may delay operations of the Muni 24-Divisidero bus line. Due to the increase in traffic volumes at these movements and the proposed changes to the signal timing plan, buses (as well as other vehicles) may be required to wait to travel through the intersection during peak hours. The queues at these two locations may make it more difficult for buses to access the bus stops on Cortland Avenue, which may delay bus operations and increase wait time for passengers. However, since the eastbound Muni 24-Divisidero bus line is near the end of its line (located at Third/Oakdale) and has relatively low ridership at this location, the queuing conditions would not substantially affect Muni operations.

Potential queues that would develop at the main driveway to the proposed project (i.e., at the northbound right-turn from Bayshore Boulevard to the driveway) may force both Muni and SamTrans buses to use the center lane to avoid the queues and additional travel delays, however this would not constitute a significant impact.

TRANSIT IMPACTS

The proposed project would generate relatively few transit trips on weekdays and weekends, as transit trips to and from the proposed project would generally be limited to employees or customers from the

nearby area. As such, there is not anticipated to be an adverse increase in the number of riders on the adjacent transit lines as a result of the proposed project.

Vehicular activity generated by the proposed project may somewhat affect Muni and SamTrans operations on Bayshore Boulevard. In particular, a bus stop for the Muni 9-San Bruno and 23-Monterey bus lines is located in close proximity to the Bayshore Boulevard driveway for the proposed project's parking garage. As such, there would be a potential for conflicts between buses pulling into and out of the curb bus stop and project-related traffic turning into and out of the garage. In addition, pedestrians waiting at the bus stop would experience higher levels of vehicle activity than is currently occurring at this location. Muni staff has indicated that it wishes to maintain the bus stop at this location in order to facilitate transfers between bus lines.[9] Since the nearest northbound SamTrans bus stop is located south of Waterloo Street, vehicles entering and exiting the project garage would not directly affect SamTrans bus operations.

Due to the increased traffic in the vicinity of the proposed project, travel times for Muni and SamTrans buses would somewhat increase. However, transit vehicles operating on Bayshore Boulevard, Cortland Avenue, Industrial Street and Oakdale Avenue would experience the same delays, queuing and levels of congestion as regular vehicular traffic, as indicated in the intersection analysis results. In addition, transit vehicles may experience minor delays pulling out from bus stops into the travel lanes as a result of the increased traffic volumes and queues.

In general, transit operations would be most affected during the peak hours of activity at the proposed project (primarily during the weekday midday and weekend midday periods). During these times, the frequency of service and the ridership of the nearby Muni and SamTrans bus lines are less than during the primary morning and evening peak commute hours. In addition, the eastbound Muni 24-Divisidero bus line is near the end of its line (located at Third/Oakdale) so the Muni schedule would not likely be affected. As a result, the potential queues that would develop at the main access routes to the proposed project and the increase in traffic volumes at the nearby intersections would not adversely affect Muni and SamTrans service levels and therefore would not result in a significant impact to transit operations.

[9] See August 17, 2001 letter from Michael Burns (Muni) to Reuben & Alter, LLP.

The proposed improvements to eastbound Cortland Avenue (as discussed above) would not adversely affect operations of the Muni 24-Divisidero bus line. Although the bus stop would be shortened (from 120 feet to 60 feet), it would be positioned at the east side of Hilton Street so buses could use the Hilton Street right-of-way to access the bus stop. In addition, the provision of the proposed right-turn lane at the approach to Bayshore Boulevard would make it easier for buses to turn right to southbound Bayshore Boulevard, since the buses would not be required to merge back into the regular travel lane.

PARKING IMPACTS

The proposed project would be required to provide 503 off-street parking spaces per the San Francisco *Planning Code*. In addition, the proposed project would have a maximum parking demand (for both customers and employees) of 502 spaces during the weekday midday peak period and 539 spaces during the weekend midday peak period. Since the proposed project would include 550 parking spaces, it would meet the *Planning Code* requirements and meet the anticipated parking demand.

Since there are currently driveways to the project site from Bayshore Boulevard and Loomis Street, the proposed project would not result in the elimination of any on-street parking spaces. The proposed left-turn pocket on Bayshore Boulevard into the Cortland Avenue driveway would result in the inability of northbound traffic to directly access about 12 parking spaces located at 470 Bayshore Boulevard. However, the proposed U-turn pocket would allow access to these spaces to be maintained. Currently, on-street parking spaces in the study area have an estimated utilization of 50 percent during the weekday and weekend midday periods.

PEDESTRIAN IMPACTS

Due to the nature of the Home Depot land use, it is not anticipated that many customers would walk to access the proposed project, although some employees may walk to and from work. As such, with the development of the proposed project, the number of pedestrian trips would only slightly increase in the nearby vicinity. The anticipated increase in additional pedestrians in the area could be accommodated on the existing sidewalks and crosswalks. As these facilities currently have relatively low pedestrian volumes, pedestrian conditions would continue to remain acceptable. The proposed project would not include any changes to the public sidewalks in the vicinity of the site.

With the increased volume of vehicles entering and exiting the project driveways, there would be the potential for conflicts with pedestrians along the east sidewalk of Bayshore Boulevard. However, with the relatively low pedestrian volumes along this sidewalk, there would be no adverse effect on pedestrian operations. To facilitate pedestrians crossing the Cortland Avenue entrance to the project site, pedestrian signal heads, with WALK/DON'T WALK indicators, would be installed as part of the proposed project. In addition, per request by the DPT, the entrance would be designed similar to a street instead of a driveway (i.e., the driveway would be located at street-level, instead of ramping up to curb/sidewalk level).

There would also be an increased potential for conflicts for pedestrians crossing Bayshore Boulevard at Cortland Avenue. Pedestrians crossing Bayshore Boulevard at the Cortland Avenue crosswalks currently have 20 to 25 seconds to cross the street. In addition, the intersection allows for a pedestrian phase of about 30 seconds when the pedestrian cross button is pushed. Since Bayshore Boulevard is about 100 feet wide at this location, the available crossing time is usually sufficient for pedestrians to cross the street (assuming an average walking speed of 4 feet/second). However, if a pedestrian starts to cross late in the cycle, there may not be sufficient time to complete the crossing. The existing intersection configuration provides a small island in the center of Bayshore Boulevard at the north side crosswalk which can be used by pedestrians who do not complete the crossing within the allotted signal time. With the proposed project, this island would be removed, which would eliminate the pedestrian refuge area. In addition, the proposed project would result in a substantial number of vehicles turning right and left from the project driveway (the proposed project would not increase the number of vehicles turning right and left from eastbound Cortland Avenue). As a result, without improvements, pedestrians may have difficulty crossing Bayshore Boulevard, especially during the peak activity times of the proposed project.

However, with the new signal plan for this intersection, sufficient green time would be given to accommodate pedestrian crossings. Since the Cortland Avenue approach and the proposed project garage exit approach would have separate phases, the amount of crossing time would increase (e.g., about 43 seconds during the weekday PM peak hour and 61 seconds during the Saturday midday peak hour). The proposed project would install new pedestrian signals with countdown indicators (WALK/DON'T WALK indicators which present the time remaining to cross the street) at all four crosswalks.

To further improve pedestrian operations, it may be possible to construct sidewalk bulbs at several corners of the intersection. These bulbs enhance pedestrian visibility, decrease the amount of time it takes to cross the street, and slow turning vehicles. The location of these bulbs would need to be coordinated with the Planning Department, DPT and Muni (to ensure that buses could continue to make turns and that bus stops would not be blocked).

BICYCLE IMPACTS

Per the San Francisco *Planning Code*, the proposed project would be required to provide 26 bicycle parking spaces. Since the proposed project would provide 28 bicycle spaces, it would meet the *Planning Code* requirements. These bicycle parking spaces would be provided within the parking garage. In addition, the *Planning Code* would require the proposed project to provide four showers and eight clothes lockers for employees, which the proposed project would provide within the store.

In general, due to the nature of the Home Depot land use, it is not anticipated that many customers would ride bicycles to access the proposed project, although some employees may use bicycles. With the current traffic levels on the adjacent streets, bicycle travel generally occurs without major impedance or safety problems. As the number of vehicles on Bayshore Boulevard would increase with the proposed project, the potential for conflicts between motorists and bicycles may increase, as there would be more competition for the travel lanes between bicycles, autos and trucks. This would not, however, adversely affect bicycle conditions.

LOADING IMPACTS

Based on information from a similar Home Depot store, it was estimated that the proposed project would generate 30 daily delivery trips per day (approximately 15 semi tractor-trailers and 15 small trucks/vans). The project sponsor has estimated that there would be a peak demand for four loading docks (two long-term and two short-term) at the proposed project. The San Francisco *Planning Code* requires that the proposed project provide four off-street loading spaces. The proposed project would provide four loading docks at the north-east corner of the site, plus a separate customer loading area. As such, the proposed supply of four loading docks would meet the anticipated demand and *Planning Code* requirements.

It is anticipated that most delivery vehicles would use U.S. 101 or I-280 and access the project site via the nearby on- and off-ramps. Direct access to the loading docks would be via Loomis Street. Delivery vehicles using southbound Bayshore Boulevard, therefore, would make a left-turn at the intersection of Bayshore/Oakdale and a right-turn onto Loomis Street. Delivery vehicles using northbound Bayshore Boulevard would turn right at Industrial Street and left onto Loomis Street. From Loomis Street, delivery vehicles would turn into the site and then back into the loading docks. To depart the proposed project, delivery vehicles would use either Loomis Street or the delivery truck driveway located behind the garden center (see Figures 2 and 3, pages 28 and 29), exiting northbound (right-turn only) on Bayshore Boulevard. Delivery trucks with southbound destinations could exit onto Loomis Street, turn left at Oakdale Avenue and then turn left onto Bayshore Boulevard.

Since Loomis Street is a wide street which serves numerous industrial and commercial uses, it is anticipated that project delivery trucks would be able to enter and exit the proposed loading dock area to/from Loomis Street and maneuver without adverse constraints or impacts to local vehicular circulation.

Customer Pick-Ups: A designated customer pick-up location would be established on the ground floor of the parking garage, adjacent to the main entrance of the store. Customers parking throughout the parking garage could drive their vehicles to the pick-up area and load their items directly into their vehicles. From the pick-up area, customers could drive straight and exit the site via a right-turn only driveway to northbound Bayshore Boulevard, or circle through the parking garage and exit at the main Cortland Avenue driveway. In addition, the second level of the garage would have a connection to the mezzanine level of the Home Depot store. Adjacent to the vestibules and elevators, a secondary customer pick-up area would be provided on the second level. No direct access would be provided between the rooftop parking and the store.

CONSTRUCTION IMPACTS

Construction of the proposed project is expected to take approximately 16 months, to start in 2003 and be completed by the middle of 2005. Detailed plans for construction activities have not yet been finalized; however, there would be four primary construction phases. Phase 1 would entail environmental remediation and the demolition of existing structures on the site, Phase 2 would include sitework and

foundations, Phase 3 would involve building construction and any necessary off-site construction (such as intersection or roadway improvements), and Phase 4 would consist of interior and exterior building finish and landscaping. Construction-related activities would typically occur Monday through Friday from 6:00 a.m. to 5:00 p.m. It is anticipated that activities may occur on weekends or extended hours on weekdays, if necessary.

Construction staging would occur primarily within the site. Truck loading and unloading activities would occur within the site and on Loomis Street, and would have minimal impact on the adjacent streets. Staging off Bayshore Boulevard would be minimal, only to occur on an as-needed basis. It is not anticipated that any traffic lanes, parking lanes, or sidewalks would need to be closed during the construction duration, except during demolition of existing structures, construction of the driveways to the proposed project, and construction of the Bayshore Boulevard improvements. When the driveways would be under construction, pedestrians would need to be routed to the west side of Bayshore Boulevard or to a temporary sidewalk within the Bayshore Boulevard right-of-way (which would require the temporary closure of the adjacent parking lane).

If it is determined that temporary traffic lane closures would be needed, the closures would be coordinated with the City in order to minimize the impacts on local traffic. In general, lane and sidewalk closures are subject to review and approval by the Department of Public Works (DPW) and the Interdepartmental Staff Committee on Traffic and Transportation (ISCOTT). It is anticipated that the Muni bus stop located on Bayshore Boulevard directly in front of the vacant Goodman Lumber building may need to be temporarily relocated during some construction phases of the proposed project. During these times, if it is determined that a temporary Muni bus stop relocation would be needed, it would be coordinated with the Muni Street Operations/Special Events office. The project sponsor would work with Muni and the appropriate City staff to determine the best location and the time duration of any bus stop relocation.

During the construction period, there would be a flow of construction-related trucks into and out of the site. The impact of construction traffic would vary as the stages of the proposed project construction are completed. The impacts of construction truck traffic would be a lessening of the capacities of the local access streets and haul routes, due to slower movements and larger turning radii of the trucks, which may

temporarily affect local traffic and transit operations. Most construction traffic would not occur during the peak traffic periods and construction traffic would not be significant.

It is anticipated that a majority of the construction-related truck traffic would use U.S. 101, I-280 or Bayshore Boulevard to access the project site. From northbound U.S. 101, trucks would likely use the off-ramps to Alemany Boulevard, and to access northbound U.S. 101, trucks would likely use the on-ramp from Alemany Boulevard or Cesar Chavez Street. From southbound U.S. 101, trucks would likely use the off-ramp to Cesar Chavez Street/Bayshore Boulevard, and to access southbound U.S. 101, trucks would likely use the on-ramps at Alemany Boulevard.

During the peak construction period, there are estimated to be 30 to 40 workers per day at the site. Trip distribution and mode split data are not available for the construction workers. However, the addition of worker-related vehicles or transit trips would not adversely affect the transportation network. Construction-worker parking would be provided within the project site and nearby on-street parking.

2015 Cumulative Conditions

Cumulative traffic growth would occur from other developments in the area, as well as from the proposed project.[10] For the development of future 2015 Cumulative traffic volumes, a growth rate of 1.0 percent per year was used including project traffic (per direction of the San Francisco Planning Department), plus adjustments to the growth at specific movements in the study intersections to account for greater potential cumulative growth. The growth rate was based on the Planning Department's experience with traffic volumes throughout the City and is consistent with historic traffic volume counts along Bayshore Boulevard. These future traffic volumes were used to forecast the levels of service at the freeway on-ramps and study intersections under 2015 Cumulative conditions.

It is anticipated that this growth rate would account for the possible future diversion of truck traffic from Third Street to Bayshore Boulevard as anticipated in the *Bayview Hunters Point Community*

[10] It should be noted that when the existing traffic counts were conducted for this project, the nearby OfficeMax store at 625 Bayshore Boulevard was in business. At the time the analysis for this report was conducted, the Planning Department had not received any project information or future development plans for any sites along Bayshore Boulevard, including the OfficeMax site.

Revitalization Concept Plan.[11] As part of the plan, a new truck route plan was developed to reduce the effect of truck traffic on Third Street, in conjunction with the upcoming Muni Third Street light rail and the revitalization of the main residential/commercial district. Currently, trucks use Third Street to travel between U.S. 101 and downtown San Francisco, and to access the industrial/commercial establishments in Hunters Point and along Third Street. In general, the new truck route plan calls for restricting trucks of over 11,000 pounds from Third Street and establishing a new north-south truck route along Bayshore Boulevard and Fitch Street (including a new bridge over Yosemite Slough), and a new east-west truck route along Cesar Chavez Boulevard, Evans Avenue and Carroll/Underwood Avenues. The proposed project is in the San Francisco Redevelopment Agency's South Bayshore Survey Area. The *Bayview Hunters Point Community Revitalization Concept Plan* is an advisory plan for the Redevelopment Agency.

As part of the environmental assessment of the Muni Third Street light rail project,[12] information regarding truck activity on Third Street was obtained.[13] During the weekday AM peak hour, there were about 1,700 vehicles on Third Street, of which 11 percent were trucks (a total of about 190 trucks), and during the weekday PM peak hour, there were about 1,750 vehicles on Third Street, of which five percent were trucks (a total of about 80 trucks). A license plate survey was conducted to determine the amount of through traffic that travels on Third Street between Gilman and Evans Streets (i.e., traffic that travels through the main residential/commercial district). From this survey, it was estimated that ten percent of all commercial vehicles were through trips during the AM peak period and eight percent of all commercial vehicles were through trips during the PM peak period. In other words, almost 90 percent of all commercial vehicles on Third Street were determined to have a local origin or destination.

Although the goal of the new truck route plan is to reduce the number of trucks using Third Street, it would not be feasible for trucks that are destined to and from specific locations on Third Street to relocate to one of these new truck routes. As a result, it is anticipated that the implementation of the

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[11] San Francisco Redevelopment Agency Planning Division, *Bayview Hunters Point Community Revitalization Concept Plan – Final Draft*, November 2000.

[12] *Third Street Light Rail Project EIS/EIR*, 1999.

[13] All truck percentages and hourly traffic volumes on Third Street at Palou Avenue, from 1996 and 1997 counts.

truck route plan would result in only a minor increase in truck volumes along Bayshore Boulevard (up to 20 trucks during the weekday AM peak hour and 10 trucks during the weekday PM peak hour). These increases are within the growth in traffic volumes estimated for Bayshore Boulevard.

Freeway On-Ramps: The anticipated increase in traffic volumes along U.S. 101, I-280 and the study on-ramps in 2015 would add to the existing congestion on the regional freeway system and cause breakdown in operations at locations where excess capacity currently exists. The addition of the traffic generated by the proposed project to the freeway on-ramps would contribute to the levels of congestion.

Table 4 on page 78 presents the 2015 Cumulative freeway on-ramp levels (based on the one percent growth rate plus adjustments[14]) for weekday PM peak hour and Saturday midday peak hour conditions. Under the 2015 Cumulative conditions, all five of the study freeway on-ramps would operate at LOS F during the weekday PM peak hour and two of the on-ramps would operate at LOS F during the Saturday midday peak hour. Two of the study on-ramps operate at LOS F under existing conditions: the westbound I-280 on-ramp from Alemany during the weekday PM peak hour and the northbound U.S.101 on-ramp from Bayshore/Cesar Chavez during the Saturday midday peak hour. At LOS F, there would be frequent breakdown of the traffic flow at the freeway-ramp junction, resulting in low speeds on the freeway and the formation of queues along the ramps. The poor operating conditions at these on-ramp locations would be a result of high freeway mainline and ramp volumes.

Intersections: As shown in Table 5 on page 78, under the 2015 Cumulative conditions (including the project) during the weekday PM peak hour and the Saturday midday peak hour, all study intersections would operate acceptably (LOS D or better), except the intersection of Mission/Cortland, which would operate at LOS F.

[14] Adjustments that account for anticipated growth in certain areas that could contribute more than one percent trip generation at certain intersections.

Table 4

Freeway On-Ramp Level of Service with Project
2015 Cumulative Conditions – Weekday PM and Saturday Midday Peak Hours

On-Ramp Location	Weekday PM		Saturday Midday	
	LOS	Density	LOS	Density
A. U.S. 101 NB @ Alemany/Industrial	F	*	C	24
B. U.S. 101 NB @ Bayshore/Cesar Chavez	F	*	F	*
C. U.S. 101 SB @ Alemany/Industrial	F	*	F	*
D. U.S. 101 SB @ San Bruno	F	*	C	20
E. I-280 WB @ Alemany	F	*	B	18

Source: Wilbur Smith Associates – September 2001/March 2002
Notes:
Density presented in passenger cars per minute per lane (pcpmpl).
* Unstable flow – density cannot be calculated.

Table 5
Intersection Level of Service with Project
2015 Cumulative Conditions – Weekday PM and Saturday Midday Peak Hours

Intersection	Weekday PM		Saturday Midday	
	Delay[1]	LOS	Delay[1]	LOS
Signalized Intersections				
1. Bayshore/Jerrold/US101 NB off	34.4	D	35.0	D
2. Bayshore/Oakdale	33.9	D	22.6	C
3. Bayshore/Cortland	36.0	D	39.7	D
4. Bayshore/Industrial	37.5	D	24.4	C
5. Bayshore/Silver	38.7	D	12.4	B
6. Alemany/Putnam/US101 SB off	16.8	C	25.5	D
7. Alemany/San Bruno/US101 SB on	26.1	D	29.7	D
8. Alemany/Cut-Thru/S101 NB off	5.3	B	4.7	A
9. Industrial/Cut-Thru	5.7	B	4.8	A
10. Mission/Cortland	**>60**	**F**	**>60**	**F**
STOP-Controlled Intersections				
11. Cortland/Andover[2]	16.5	C	23.1	D
12. Cortland/Folsom[2]	9.8	B	9.8	B
13. Oakdale/Loomis[3]	26.7	D	11.4	C
14. Industrial/Loomis[4]	14.0	C	7.6	B

Source: Wilbur Smith Associates – March 2002
Notes:
[1] Delay presented in seconds per vehicle
[2] Delay and LOS presented for worst STOP-controlled approach
[3] Delay and LOS presented for northbound approach
[4] Delay and LOS presented for southbound approach

Contribution to Future Conditions: As a means to assess the effect of project-generated traffic on 2015 Cumulative conditions, the proposed project's percent contribution to the 2015 Cumulative traffic volumes was determined. Two different percent contributions were calculated: the project-generated traffic as a percent of the total 2015 Cumulative traffic volumes, and the project-generated traffic as a percent of only the increase in traffic volumes between Existing and 2015 Cumulative conditions. The results are shown in Table 6 on page 80. Although both calculations present the project's contribution to traffic volumes, only the increase in traffic volumes between Existing and 2015 Cumulative conditions is used to determine the significance of the project's impacts.

As shown in Table 6, the proposed project would contribute to the growth in traffic volumes between Existing and 2015 Cumulative conditions. At the study freeway on-ramps, the proposed project would contribute between 9 and 62 percent during the weekday PM peak hour and between 15 and 59 percent during the Saturday midday peak hour. At the study intersections, the proposed project would contribute between 18 and 61 percent during the weekday PM peak hour and between 25 and 75 percent during the Saturday midday peak hour. The greatest contribution would be at the intersections along Bayshore Boulevard and especially at the intersection of Bayshore/Cortland (through which almost all project-related traffic would travel). The proposed project's contribution would be higher during the Saturday midday peak hour than the weekday PM peak hour as a result of lower existing traffic volumes and an anticipated smaller growth in background traffic volumes.

The proposed project would have a significant contribution to the poor operating conditions (LOS F) at the intersection of Mission/Cortland during both the weekday PM peak hour (23.5 percent of growth) and Saturday midday peak hour (30.9 percent of growth). It would be possible to mitigate the 2015 cumulative impacts at the intersection of Mission/Cortland by establishing a protected left-turn phase (in conjunction with the existing left turns). With this mitigation, the intersection would operate at LOS C during the weekday PM peak hour and LOS D during the Saturday midday peak hour. As a result, the proposed project's significant contribution to the poor operating conditions at this location would be considered a significant, but mitigable impact.

The proposed project would have a significant contribution to the poor operating conditions at all study freeway on-ramp locations that would operate at LOS F under 2015 Cumulative conditions, since the

Table 6
Proposed Project's Contribution to Traffic Volumes
2015 Cumulative Conditions – Weekday PM and Saturday Midday Peak Hours

Location	Weekday PM					Saturday Midday				
	Existing	Project	2015 Cum.	% of Total	% of Growth	Existing	Project	2015 Cum.	% of Total	% of Growth
Freeway On-Ramp										
US101 NB @ Alemany/Ind.	433	13	498	2.6%	20.0%	552	18	635	2.8%	21.7%
US101 NB @ Bayshore/CC	1,452	19	1,670	1.1%	8.7%	1,210	27	1,392	1.9%	14.9%
US101 SB @ Alemany/Ind.	284	57	377	15.1%	61.6%	227	79	361	21.9%	58.9%
US101 SB @ San Bruno	191	14	230	6.1%	36.2%	212	19	259	7.3%	40.6%
I 280 WB @ Alemany	1,067	37	1,227	3.0%	23.1%	856	51	984	5.2%	39.7%
Intersection										
Bayshore/Jerrold/US101	3,068	103	3,528	2.9%	22.4%	3,495	143	4,069	3.5%	24.9%
Bayshore/Oakdale	3,456	207	4,024	5.1%	36.4%	2,741	308	3,332	9.2%	52.1%
Bayshore/Cortland	2,926	675	4,040	16.7%	60.6%	2,308	1,010	3,664	27.6%	74.5%
Bayshore/Industrial	4,286	472	5,229	9.0%	50.1%	3,021	707	4,079	17.3%	66.8%
Bayshore/Silver	3,033	165	3,553	4.6%	31.7%	2,015	247	2,532	9.8%	47.8%
Alemany/Putnam/US101	3,403	161	3,923	4.1%	30.9%	3,031	242	3,706	6.5%	35.9%
Alemany/San Bruno/US101	2,248	168	2,745	6.1%	33.8%	2,144	251	2,766	9.1%	40.4%
Alemany/Cut-Thru/US101	1,898	150	2,303	6.5%	37.1%	1,747	239	2,309	10.4%	42.5%
Industrial/Cut-Thru	2,087	161	2,400	6.7%	51.4%	1,300	223	1,695	13.2%	56.5%
Mission/Cortland	1,888	90	2,271	4.0%	23.5%	1,821	134	2,254	5.9%	30.9%
Cortland/Andover	936	98	1,201	8.2%	36.9%	845	147	1,147	12.8%	48.7%
Cortland/Folsom	761	106	1,010	10.5%	42.5%	718	159	1,006	15.8%	55.3%
Oakdale/Loomis	1,643	58	1,959	3.0%	18.3%	1,314	87	1,911	5.4%	29.3%
Industrial/Loomis	1,626	97	1,990	4.9%	26.7%	1,110	150	1,457	10.3%	43.3%

Source: Wilbur Smith Associates – March 2002

proposed project would contribute more than five percent to the increase in freeway on-ramp volumes at each location. During the weekday PM peak hour, the traffic generated by the proposed project would have a significant contribution at the northbound U.S. 101 on-ramp at Alemany Boulevard/Industrial Street, the northbound U.S. 101 on-ramp at Bayshore Boulevard/Cesar Chavez Street, the southbound U.S. 101 on-ramp at Alemany Boulevard/Industrial Street, the southbound U.S. 101 on-ramp at San Bruno and the westbound I-280 on-ramp at Alemany Boulevard. During the Saturday midday peak hour, the proposed project would have a substantial contribution at the northbound U.S. 101 on-ramp at Bayshore Boulevard/Cesar Chavez Street and the southbound U.S. 101 on-ramp at Alemany Boulevard/ Industrial Street. These impacts are unmitigable.

C. AIR QUALITY

Setting

APPLICABLE REGULATIONS

The Federal Clean Air Act Amendments of 1970 established national ambient air quality standards, and individual states retained the option to adopt more stringent standards and to include other pollution species. California had already established its own air quality standards when federal standards were established, and because of the unique meteorological problems in the state, there is considerable diversity between state and federal standards currently in effect in California, as shown in Table 7 on page 82.

The Bay Area has both a federal and state air quality plan. Both plans propose the imposition of controls on stationary sources (factories, power plants, industrial sources, etc.) and Transportation Control Measures designed to reduce emissions from automobiles.

The ambient air quality standards are intended to protect public health and welfare, and they incorporate an adequate margin of safety. They are designed to protect those segments of the public most susceptible to respiratory distress, known as sensitive receptors. The Bay Area Air Quality Management District (BAAQMD) defines sensitive receptors as facilities where sensitive receptor population groups (children, the elderly, the acutely ill, the chronically ill, and persons engaged in strenuous work or exercise) are likely to be located. These land uses include residences, schools, playgrounds, child care centers, retirement homes, convalescent homes, hospitals and medical clinics. Healthy adults can

tolerate occasional exposure to air pollution levels somewhat above ambient air quality standards before adverse health effects are observed.. The closest sensitive receptor to the project site is the Big City Montessori School located at 240 Industrial Street at the northeast corner of Loomis Street, about 300 feet south of the project site. The nearest residential area is in Bernal Heights approximately 500 feet west of the project site and west of the U.S. 101 Freeway.

Table 7

State and Federal Ambient Air Quality Standards

Pollutant	Averaging Time	SAAQS[1,3]	NAAQS[2,3]
Ozone	1 hour	0.09 ppm	0.12 ppm
Carbon Monoxide (CO)	1 hour 8 hour	20 ppm 9.0 ppm	35 ppm 9 ppm
Nitrogen Dioxide (NO_2)	1 hour Annual	0.25 ppm NA	NA 0.053 ppm
Sulfur Dioxide (SO_2)	1 hour 3 hour 24 hour Annual	0.25 ppm NA 0.04 ppm NA	NA 0.5 ppm 0.14 ppm 0.03 ppm
Inhalable Particulate Matter (PM_{10})	24 hour Annual	50 $\mu g/m^3$ 20 $\mu g/m^3$	150 $\mu g/m^3$ 50 $\mu g/m^3$
Sulfates	24 hour	25 $\mu g/m^3$	NA
Lead	30 day Calendar Quarter	1.5 $\mu g/m^3$ NA	NA 1.5 $\mu g/m^3$
Hydrogen Sulfide	1 hour	0.03 ppm	NA
Vinyl Chloride	24 hour	0.010 ppm	NA

Source: BAAQMD Website, http://www.baaqmd.gv/tech/am/aqstand.htm (last updated 12/30/96)

Notes:

[1] SAAQS stands for State Ambient Air Quality Standards (California). SAAQS for ozone, carbon monoxide, sulfur dioxide (1-hour and 24-hour), nitrogen dioxide, and inhalable particulate matter are values that are not to be exceeded. All other state standards shown are values not to be equaled or exceeded.

[2] NAAQS stands for National Ambient Air Quality Standards. NAAQS, other than ozone and those based on annual averages, are not to be exceeded more than once a year. The ozone standard is attained when the fourth highest eight hour concentration in a year, averaged over three years, is equal to or less than the standard. For PM_{10},the 24 hour standard is attained when 99 percent of the daily concentrations, averaged over three years, are equal to or less than the standard.

[3] ppm = parts per million by volume; $\mu g/m^3$ = micrograms per cubic meter; NA = Not Applicable.

AIR QUALITY POLLUTANTS

The BAAQMD operates a regional monitoring network that measures the ambient concentrations of six air pollutants which are the primary pollutants that affect air quality (the "criteria pollutants"): ozone (0_3), carbon monoxide (CO), fine particulate matter (PM_{10}), lead (Pb), nitrogen dioxide (NO_2) and sulfur dioxide (SO_2). Reactive organic gases (ROG also known as reactive hydrocarbons), nitrogen oxides (NOx including NO_2),[1] and PM_{10} are precursors to ozone.

Toxic air contaminants are less pervasive in the urban atmosphere than criteria air pollutants, but are linked to short-term (acute) or long-term (chronic and/or carcinogenic) adverse human health effects. There are hundreds of different types of toxic air contaminants, with varying degrees of toxicity. Sources of toxic air contaminants include industrial processes, commercial operations (e.g. gasoline stations and dry cleaners), and motor vehicle exhaust. Unlike regulations concerning criteria air pollutants, there are no regulatory standards for toxic air contaminants based on the mass of emissions. Instead, emissions of toxic air contaminants are evaluated based on the degree of health risk that could result from exposure to these pollutants.

Pollutants can be classified as being local or regional pollutants. Local pollutants are relatively inert in the atmosphere, and concentrations are primarily determined by distance from the source. Regional pollutants undergo transformation in the atmosphere or may be formed in the atmosphere, so that concentrations are dependant on the total regional emissions and weather patterns rather than the actual location of the emissions. Carbon monoxide is a localized pollutant whose major source is automobiles, so concentrations of this gas are highest near intersections of major roads. PM_{10} is both a local and regional pollutant, having both a relatively inert component and a photochemically-produced component. Particulate levels are relatively low near the coast and increase with distance from the coast, peaking in dry, sheltered valleys. The primary sources of particulates in San Francisco are construction and demolition, combustion of fuels for heating, and vehicle travel over paved roads.[2] Ozone (of regional

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[1] Nitrogen Oxides are a class of pollutants comprised of N and O. Of the several nitrogen oxides, only one (NO_2) is considered a primary pollutant with a specific AQ standard. All nitrogen oxides are contributors to ozone formation.

[2] Bay Area Air Quality Management District, *BAAQMD CEQA Guidelines, Assessing the Air Quality Impacts of Projects and Plans*, December 1999.

rather than local concern) is not emitted directly from air pollutant sources, but is produced in the atmosphere over time and distance through a complex series of photochemical reactions involving reactive organic gases (ROG) and nitrogen oxides (NO_x), which are carried downwind as the photochemical reactions occur. Thus, ozone impacts are based on the emissions of these precursors. Regional ozone standards are violated most often in the Santa Clara, Livermore and Diablo Valleys, because local topography and meteorological conditions favor the build-up of ozone precursors there.

AIR QUALITY CONDITIONS

Existing and probable future levels of air quality in the City can be generally inferred from ambient air quality measurements conducted by the BAAQMD at its two San Francisco monitoring stations. The Potrero Hill station at 10 Arkansas Street measures all criteria pollutants, including regional pollution levels (ozone), as well as primary vehicular emission levels near busy roadways for CO. The station at 939 Ellis Street at BAAQMD Headquarters measures only CO. Table 8, on page 85, summarizes four years of published data (1998 to 2001) from these monitoring stations. During this four-year period, there were no violations of the one-hour or eight-hour CO standards at the Arkansas Street and Ellis Street monitoring stations. The state PM_{10} standard was exceeded on one to 13 days each year during the four year period between 1998 and 2001. Ozone, nitrogen dioxide, and particulate sulfate measurements were within allowable maximum concentrations.

Comparison of these data with those from other BAAQMD monitoring stations indicates that San Francisco's air quality is among the least degraded of all developed portions of the Bay Area. Three of San Francisco's four prevailing winds, west, northwest and west-northwest, blow from the Pacific Ocean, reducing the potential for San Francisco to receive air pollutants from elsewhere in the region.

Data from air quality monitoring in San Francisco show that there have been occasional local exceedances of state PM_{10} standards, largely due to emissions from within the City. The primary sources of PM_{10} in San Francisco are construction and demolition activities, combustion of fuels for heating, and vehicle travel over paved roads.

Table 8

San Francisco Air Pollutant Summary, 1998-2001

Pollutant	Standard	Monitoring Data by Year[1]			
		1998	1999	2000	2001
Ozone					
Highest 1-hr average, ppm	0.09[2]	0.05	0.08	0.06	0.08
Number of standard excesses		0	0	0	0
Highest 8-hr average, ppm	0.08	0.05	0.06	0.04	0.05
Number of standard excesses		0	0	0	0
Carbon Monoxide					
Highest 8-hr average, ppm	9.0[2]	3.5	4.0	3.7	3.3
Number of standard excesses		0	0	0	0
Nitrogen Dioxide					
Highest 1-hr average, ppm	0.25[2]	0.07	0.08	0.10	0.07
Number of standard excesses		0	0	0	0
Sulfur Dioxide					
Highest 1-hr average, ppm	0.05[2]	0.003	0.005	0.007	0.008
Number of standard excesses		0	0	0	0
Particulate Matter (PM_{10})					
Highest 24-hr average, µg/m	50[2]	52	78	53	67
Number of standard excesses		1	6	13	7
Annual Geometric Mean, µg/m	30[2]	20.5	22.6	20.7	22.0

Notes:

ppm = parts per million; µg/m = micrograms per cubic meter.

[1] All data were collected at the Arkansas Street Station.

[2] State standard, not to be exceeded.

Source: California Air Resources Board, Aerometric Data Analysis & Management (ADAM), 2002.

The Federal Clean Air Act and the California Clean Air Act of 1988 require that the State Air Resources Board, based on air quality monitoring data, designate portions of the state where the federal or state ambient air quality standards are not met as "non-attainment areas." Because of the differences between the national and state standards, the designation of nonattainment areas is different under the federal and state legislation. On the basis of the monitoring data, the Bay Area had been designated a "non-

attainment" area with respect to the Federal O_3 and CO standards. The Bay Area was subsequently re-classified as a "maintenance" area for CO.[3] The air basin is an attainment area or is unclassified for all other national ambient air quality standards.

Under the California Clean Air Act, the entire San Francisco Bay Air Basin is a nonattainment area for ozone and PM_{10}. The air basin is either in attainment or unclassified for other pollutants under state standards. In addition, San Francisco has experienced violations of the state PM_{10} standards.

In 2000, emissions from motor vehicles were the source of 70 percent of the CO, 41 percent of the HCs, 72 percent of the PM_{10}, 89 percent of the sulfur oxides and 53 percent of the NO_x emitted in San Francisco.[4]

Impacts

Air quality impacts from land development projects result from project construction and operation. Construction emissions, primarily dust generated by earthmoving activities and criteria air pollutants emitted by construction vehicles, would have a short-term effect on air quality. Operational emissions, generated by project-related traffic and by combustion of natural gas for building space and water heating, would continue to affect air quality throughout the lifetime of the project.

SIGNIFICANCE CRITERIA

The operation of a project would have a significant effect on the environment with respect to air quality if it would violate any ambient air quality standard or contribute substantially to an existing or projected air quality violation, or expose sensitive receptors to substantial pollutant concentrations. The BAAQMD specifies the significance criteria as follows[5]: (1) the project impacts would be considered

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[3] Re-designation of a non-attainment area to a maintenance area involves approval of a maintenance plan outlining emission control programs that will maintain the Federal ambient air quality standard for ten years after re-designation. The plan must describe the measures that will be taken to correct violations of the air quality standards, if they occur.

[4] California Air Resources Board, *2001 Estimate Annual Average Emissions, San Francisco County*, 2002.

[5] *BAAQMD CEQA Guidelines, op. cit.*

significant if they cause operation-related emissions equal to or exceeding an established threshold of 80 pounds per day of ROG, NO_x, or PM_{10}, (ozone precursors) or cause CO concentrations to exceed the state ambient air quality standards of more than 550 pounds per day of emissions; and (2) the project impacts would also be considered to have a significant contribution to cumulative regional air quality effects if the project impacts exceed these standards.

With respect to toxic pollutants, a project would be deemed to have a significant impact if the incremental probability of contracting cancer for the Maximally Exposed Individual (MEI) exceeds 10 in one million, or ground level concentrations of non-carcinogenic toxic air contaminants would result in a Hazard Index greater than one for the MEI.

The BAAQMD is vested by the California Legislature with authority to regulate airborne pollutants through both inspection and law enforcement, and is to be notified ten days in advance of any proposed demolition and must be provided information on the amount and nature of any hazardous pollutants, nature of planned work and methods to be employed, and the name and location of the waste disposal site to be used. The purpose of BAAQMD regulations is the minimization of the potential hazards to the public and surrounding land uses. The BAAQMD significance threshold for construction dust impacts is based on the appropriateness of construction dust controls. The BAAQMD guidelines provide feasible control measures for construction emissions of PM_{10}. If the appropriate construction controls are to be implemented, then air pollutant emissions for construction activities would be considered less-than-significant.

METHODOLOGY

Estimates of regional emissions generated by project traffic were made using the methodology recommended by the BAAQMD for calculation of mobile source emissions. Daily emissions of pollutants from project-related traffic in 2003 and 2015 were estimated using a program called URBEMIS 2001 developed by the California Air Resources Board. Inputs to the URBEMIS 2001 program included daily trip generation rates, vehicle mix, average trip length by trip type and average speed. Daily and weekend trip generation rates for project land uses were provided in the project transportation analysis. Average trip lengths and vehicle mixes for the Bay Area were used. Average speed for all types of trips was assumed to be 25 miles per hour. The analysis is conservative in that it

assumed a year 2002 vehicle mix, whereas in future years the vehicle fleet is expected to include fewer high-polluting vehicles, resulting in lower levels of emissions.

A computer program, the URBEMIS-7G, developed by the California Air Resources Board, was applied to project daily trip generation under winter conditions (the time of maximum CO concentrations) to estimate total project-related carbon monoxide emissions. The assumption was made that all trips generated by the project would be entirely new (i.e., trips generated by past uses of the site were not included).

Toxic air contaminant risks associated with increased diesel truck traffic were estimated using the EPA-approved ISCST-3 computer model.[6] This model provides estimates of concentrations considering site and source geometry, source strength, distance to the sensitive receptors and building wake effects on emission plume dispersion. Diesel particulate emissions from trucks operating within the proposed project's loading dock area and along Loomis Street east of the project site were estimated and assumed to be emitted by a series of area sources approximating the geometry of the loading dock area and travel lanes of Loomis Street. Concentrations were calculated by the model for a series of receptors along the east side of Loomis Street, seven feet back from the curb and approximately thirty-eight feet apart from the intersection of Waterloo Street to about 150 feet north of the project site. The ISCST-3 model, the assumptions in its use and the methodology used in estimating risk are included in Appendix C.

CONSTRUCTION IMPACTS

The proposed project would require demolition of existing buildings. The physical demolition of existing structures and other infrastructure are construction activities with a high potential for creating air pollutants. In addition to the dust created during demolition, substantial dust emissions could be created as debris is loaded into trucks for disposal.

The air pollutant construction control measures for the proposed project are listed on pages 106 and 107, and include such actions as spraying the project site with water during excavation, grading, and site preparation activities; covering stockpiles of soil, sand, and other such material; covering trucks hauling

[6] U. S. Environmental Protection Agency, User's Guide for the Industrial Source Complex (ISC3) Dispersion Models, Report EPA-454/b-95-003a, September 1995.

debris, soils, sand or other such material; sweeping surrounding streets; and maintaining and operating construction equipment so as to minimize exhaust emissions of particulates and other pollutants.

The project must also comply with California Occupational Safety and Health Administration (Cal/OSHA) regulations, standards and procedures and California Department of Health Services (DHS) Lead Work Practice Standards. These regulations are designed to minimize worker and general public exposure to hazardous building materials.

The above regulations and procedures, already established and enforced as part of the permit review process, and mitigation measures proposed as part of the project, would ensure that any potential impacts due to asbestos, lead, PM_{10} or other hazardous materials would be less than significant.

PROJECT OPERATION IMPACTS

Project operation would affect local air quality by increasing the number of vehicles on project-impacted roads and at the project site, and by introducing stationary emissions to the project site. Transportation sources, such as project-generated vehicles, would account for over 90 percent of operational project-related emissions. Stationary source emissions, generated by combustion of natural gas for building space and water heating, would be less-than-significant, due to the low amount of emissions and the relative minimal amount of pollutants in natural gas combustion.

Local Impacts

Project-related traffic may result in areas with high concentrations of carbon monoxide around stagnation points such as major intersections and heavily traveled and congested highways. The BAAQMD has identified three threshold standards, any one of which would require the estimation of local carbon monoxide concentrations[7]:

- Project related vehicle CO emissions would exceed 550 pounds per day.
- Project traffic would impact intersections or roadway links operating at Level of Service (LOS) D, E or F or would cause LOS to decline to D, E or F.
- Project traffic would increase traffic volumes on nearby roadways by 10 percent or more.

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[7] Ibid.

The resulting calculated emissions of 781 pounds/day of carbon monoxide from project-generated vehicles would exceed the BAAQMD criterion of 550 pounds/day, and project traffic would contribute to the traffic delays at intersections currently operating at or would cause LOS to decline to LOS D, E or F. Therefore, since two of the BAAQMD criteria for modeling were met, the CO concentrations at the four qualifying intersections were estimated using a screening form of the computer model developed by the California Department of Transportation, CALINE-4.

CO concentrations are localized and strongly dependent on local traffic volumes and operating conditions. Table 9 on page 91 shows predicted one-hour and eight-hour averaged CO concentrations at the four study intersections that meet the BAAQMD criteria for modeling. The data is for worst case intersections, at the edge of the curb immediately adjacent to traffic. Concentrations at other locations further from the roadway would be less than those shown in Table 9. For the study intersections, the estimated CO concentrations with project-generated traffic would be below the applicable state/federal standards (20 parts per million [ppm] for the 1-hour standard and 9 ppm for the 8-hour standard), and would be a less-than-significant impact.

Concentrations in 2015 would be below current levels, despite increased traffic, due to gradually declining emission rates for vehicles and background concentrations as older, more polluting vehicles are retired and replaced with lower-emitting vehicles.

The proposed parking garage would be another area of increased carbon monoxide due to slow vehicle travel and vehicle idling. The density of emissions would be far below that occurring at street intersections near the project site. The *San Francisco Building Code* sets requirements to ensure adequate ventilation and avoid accumulation of pollutants and explosive gasoline vapors and would ensure that public exposure to garage exhausts would not represent a significant impact.

Table 9
Existing and Projected Curbside Carbon Monoxide Concentrations at Selected Intersections*

Intersection	Existing (2001)		Existing + Project (2001)		Cum. + Project (2015)	
	1-Hour	8-Hour	1-Hour	8-Hour	1-Hour	8-Hour
Bayshore/Oakdale	8.7	5.9	8.9	6.0	6.6	4.5
Bayshore/Cortland	8.3	5.6	8.7	5.9	6.5	4.4
Bayshore/Industrial	8.8	6.0	9.2	6.2	6.8	4.6
Bayshore/Jerrold/US 101	8.5	5.8	8.6	5.8	6.5	4.4
Most Stringent Standard	**20.0**	**9.0**	**20.0**	**9.0**	**20.0**	**9.0**

* Calculations were made using a screening procedure contained in the *BAAQMD CEQA Guidelines*. Background concentrations of 6.3 ppm (1-hour) and 4.2 ppm (8-hour) were calculated using 1992 isopleths of carbon monoxide concentration and rollback factors for the year 2002 developed by the BAAQMD. Background concentrations of 5.2 ppm (1-hour) and 3.5 ppm (8-hour) were calculated using 1992 isopleths of carbon monoxide concentration and rollback factors for the year 2015 developed by the BAAQMD. The one-hour state standard is 20 ppm, the one-hour federal standard is 35 ppm, and the eight-hour state and federal standards are 9 ppm. Emission factors were derived from the California Air Resources Board EMFAC7G computer model (Version 1.0c).

Source: Don Ballanti, Certified Consulting Meteorologist.

Regional Impacts

Project traffic would also have an effect on air quality outside the project vicinity. Trips to and from the project would contribute to air pollutant emissions over the entire Bay Area. As noted above, the Bay Area is currently designated nonattainment for ozone and PM_{10}. The project associated emissions for two of the major ozone precursors (ROG and NO_x) and for PM_{10} were evaluated using the URBEMIS-2001 computer program. The daily increases in regional emissions from project generated auto travel are shown in Table 10 on page 92. The proposed project would exceed the BAAQMD established threshold of significance of 80 pounds per day for emissions of reactive organic gases (ROG) and would be considered to have a significant adverse environmental effect on air quality. This significant impact would occur regionally within the multi-county air basin and would not be reflective of local conditions in San Francisco.

Table 10
Project Regional Emissions in Pounds Per Day*

	Reactive Organic Gases (ROG)	Nitrogen Oxides (NO_x)	Fine Particulate Matter (PM_{10})
Project Daily Emission	84.5	67.1	36.2
BAAQMD Threshold	80.0	80.0	80.0

* Estimates of regional emissions generated by project traffic were made using a program called URBEMIS 2001. Inputs to the URBEMIS 2001 program include trip generation rates, vehicle mix, average trip length by trip type and average speed. Trip generation rates for project land uses were provided by the project transportation consultant. Average trip lengths and vehicle mixes for the Bay Area were used. Average speed for all types of trips was assumed to be 25 MPH, which represents a maximum level of emissions. The analysis assumed a year 2005 vehicle mix (estimate first year of project operation). The URBEMIS 2001 runs assumed summertime conditions for ROG, NO_x and PM_{10} when ozone concentrations are maximum.

Source: Don Ballanti, Certified Consulting Meteorologist.

Toxic Air Contaminant Impacts

The highest calculated cancer risk due to diesel exhaust particulate was estimated as 0.52 in one million for the maximally exposed individual (point of maximum exposure for an offsite worker) along Loomis Street (See Appendix C). Predicted worst-case concentrations were below the chronic inhalation Reference Exposure Level (REL) for diesel exhaust particulate. The REL is the concentration at or below which no adverse non-cancer health effects are anticipated. Based on modeling for what is believed to be the worst-case location, project impacts related to toxic air contaminants would be well below the BAAQMD thresholds of significance and would be less-than-significant.

Cumulative Impacts

According to BAAQMD significance criteria, any proposed project that would individually have a significant air quality impact would also be considered to have a significant cumulative air quality impact. Since the proposed project would exceed the BAAQMD thresholds of significance for ROG, the project would have a significant cumulative impact on regional air quality.

D. HAZARDOUS MATERIALS

The Initial Study concluded that the proposed project would not have significant adverse hazardous materials impacts (for further information, see Appendix A, pages A-21 to 23). Hazardous materials information (except for lead paint and asbestos hazards) is included in the EIR for informational purposes and to orient the reader.

REGULATORY FRAMEWORK

Federal

Hazardous materials and hazardous wastes are extensively regulated by various federal, state, regional, and local regulations, with the primary objective of protecting public health and the environment. The U.S. Environmental Protection Agency (U.S. EPA) is the lead agency for enforcing federal regulations that affect public health or the environment. The primary federal laws and regulations include the *Resource Conservation and Recovery Act* of 1976 (RCRA) and the *Hazardous and Solid Waste Amendments* enacted in 1984; the *Comprehensive Environmental Response, Compensation and Liability Act* of 1980 (CERCLA); and the *Superfund Act and Reauthorization Act* of 1986 (SARA). Federal regulations pertaining to hazardous materials and wastes are contained in the *Code of Federal Regulations* (CFR), Title 40.

State

California hazardous materials laws incorporate federal standards, but are often stricter than federal laws. The primary state laws include the *California Hazardous Waste Control Law* (HWCL), the state equivalent of RCRA, and the *California Hazardous Substance Account Act*, the state equivalent of CERCLA. State hazardous materials and waste regulations are contained in the *California Code of Regulations* (CCR) Titles 22 and 26. State underground storage tank laws and regulations are contained in the CCR Title 23.

The California Department of Toxic Substances Control (DTSC) enforces hazardous materials and waste regulations in California, in conjunction with the U.S. EPA. The DTSC is responsible for regulating the management of hazardous substances including the remediation of sites contaminated by hazardous substances. The Regional Water Quality Control Board (RWQCB) is authorized by the State Water Resources Control Board to enforce provisions of *the Porter - Cologne Water Quality Control Act* of

1969. BAAQMD may also impose specific requirements on remediation activities to protect ambient air quality from dust or other airborne contaminants.

Underground Storage Tanks

State laws also regulate underground storage tanks (USTs) containing hazardous substances. These laws are primarily found in the Health and Safety Code, and, combined with CCR Title 23, comprise the requirements of the state UST program. The laws contain requirements for UST permitting, construction, installation, leak detection monitoring, repairs and corrective actions and closures. In accordance with state laws, the San Francisco Department of Public Health implements UST regulations in the City and County of San Francisco.

LOCAL ORDINANCES

Two local ordinances meet or exceed state and federal requirements for site investigations and the storage of hazardous substances. These include San Francisco Municipal Code, Article 21 (the Hazardous Materials Ordinance), and San Francisco Municipal Code, Article 22 (the Hazardous Waste Ordinance). In addition, the Maher Ordinance is a San Francisco Regulation which requires certain environmental actions for various sites but those primarily "Bayward of the high-tide line." The site is not within the limits of the ordinance.

Hazardous Materials Ordinance

The Hazardous Materials Ordinance provides for safe handling of hazardous materials in the City. Any person or business that handles, sells, stores, or otherwise uses hazardous materials in quantities exceeding specified thresholds and for a period of greater than 30 days is required by Article 21 to register the hazardous materials with the Department of Public Health.

Hazardous Waste Ordinance

The Hazardous Waste Ordinance provides for safe handling of hazardous wastes in the City. The ordinance incorporates the state requirements for hazardous waste described in Section 6.5 (Hazardous Waste Management) of the California Health and Safety Code, as well as the accompanying regulations found in CCR Title 22.

Setting

A Phase I Environmental Site Assessment (ESA) of the project site was conducted by an independent consultant (Stechmann Geoscience, Inc. (SGI), March 20, 2001). The Phase I ESA was conducted to identify possible environmental concerns related to on-site or nearby chemical use, storage, handling, spillage, and/or on-site disposal, with particular focus on potential degradation of soil and groundwater quality. A Phase II investigation was also conducted by SGI in April 2001 to assess petroleum hydrocarbons and heavy metals in the soil. A copy of the Phase I and Phase II ESA is available for review as part of the project file at the Planning Department, 1660 Mission Street.

HISTORIC USES

It is believed that the land was developed as early as 1914. Residences with storage structures, a restaurant, a commercial builders supply warehouse, an old tire storage yard, a possible auto wrecking yard, a commercial business warehouse, and a contractor's yard and business were located on various portions of the site up until around 1975. The Goodman builder supply/lumber warehouse at 445 Bayshore was constructed around 1945 and the other warehouse, last occupied by Whole Earth Access, at 401 Bayshore was constructed around 1965. Sanborn Maps indicate that an old tire storage yard, followed by a possible auto wrecking yard, was at 401 Bayshore sometime between 1947 to 1965, and underground storage tanks (USTs) were present on the site as early as 1950 until February 1999. Contaminated soils associated with those businesses exist on the project site.

SUBSURFACE CONDITIONS

The project site is located in a general area of the City where past industrial land uses and debris fill associated with the 1906 earthquake and bay reclamation often left hazardous waste residues in local soils and groundwater. Based on a geotechnical investigation, including recent and previous exploratory borings and recent test pits, the site is underlain by about 9 to 22 feet of uncompacted and undocumented artificial fills over Bay Mud deposits with the northwest corner of the site underlain by slope debris and

ravine fill.[1] The site is located in the Islais Basin, a non-beneficial use groundwater basin. Groundwater was found at levels ranging from 9 feet to 14 feet below ground surface.

SOURCES OF HAZARDOUS MATERIALS

Hazardous material means a substance or combination of substances, which because of its quantity, concentration or physical, chemical or infectious characteristics, may pose a substantial present or potential hazard to human health or environment when improperly treated, stored, transported or disposed of or otherwise managed.[2] The proposed project site contains potential sources of hazardous materials associated with former activities on the site or construction materials used in the existing buildings. These sources could include former or existing underground storage tanks (USTs), soil contamination originating from underlying fill materials, asbestos or other building materials such as lead and PCBs. Lead and asbestos were discussed in the Initial Study (Appendix A). Regulations and procedures by the *San Francisco Building Code* would ensure that potential impacts of demolition due to lead-based paint would be less than significant. Various city and state regulations and procedures, already established as a part of the permit review process for the project, would insure that any potential impacts due to asbestos would be less than significant. Thus, the presence of asbestos and lead paint on the project site would not be considered potentially significant impacts.

Potentially hazardous levels of total and/or soluble lead have been found in soils as a result of soil testing at other sites in the project area. The DPH Environmental Health-Hazardous Waste Unit (EHS-HWU) considers soils with a total lead concentration of over 1,000 parts per million (ppm) to be potentially hazardous.

The Phase I investigation examined the history of use on the project site and in the area for potential sources of hazardous substances as a result of activities on and off the site that may have involved handling, storage, or disposal of hazardous substances that would affect the quality of soils or

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[1] Geotechnical Professionals, Inc. [GPI], October 18, 2001, *Revised Geotechnical Investigation, Proposed Home Depot, Bayshore Boulevard and Waterloo, San Francisco, California*, October 18, 2001 This report is available by appointment for public review in Project File No. 2001.0062E at the Planning Department, 1660 Mission Street, fifth floor, San Francisco.

[2] Harte, 1991.

groundwater. The Phase I ESA found several addresses near the project site that were on the local, state and federal databases of identified sites of hazardous materials. There are a total of 78 cases with possible releases of chemicals of environmental concerns that were identified within the area of the search (ranging up to a one-mile radius of the project site). Not all 78 cases are considered to have impacted the site because of their distance (approximately one-eighth mile or greater) from the site, and/or their relative location down-gradient/cross-gradient from the site, or that the sites have been identified in the various data bases as requiring no further action (NFA), dropped from the list, or have no listing of violations.

UNDERGROUND STORAGE TANKS

Records indicate that a 550-gallon gasoline underground storage tank (UST) on the project site was removed in May of 1990 under the requirement of San Francisco Department of Public Health, the Local Oversight Program (DPH-LOP) and the Department of Fire Prevention. Two 4,000-gallon USTs were also removed from the site in February of 1999 under the requirements of DPH-LOP and the BAAQMD.

Soil results from the removal of the 550-gallon gasoline UST found total petroleum hydrocarbons as gasoline (TPH-G), benzene, toluene, ethylbenzene and xylenes (BTEX). Soil samples collected from the bottom of the excavation for the two former 4,000-gallon USTs found TPH-G, BTEX, methyl-tert-butyl-ether (MTBE) and total lead (Pb). Groundwater samples associated with the USTs were also taken and revealed TPH-G, BTEX, and MTBE. The DPH-LOP requested a work plan addressing the groundwater contamination, specifically requesting at least one groundwater-monitoring well to be installed within 10 feet of the former excavation of the two 4,000-gallon USTs and quarterly monitoring of the well for a period of one year. According to the DPH-LOP, the monitoring sets of results (for this one-year period) for the groundwater sample from the monitoring well were negative (there were no elevated concentrations of contaminants). A Remedial Action Completion Certification was issued by the DPH-LOP on January 23, 2002, and no further action related to the UST petroleum releases at the was required.[3]

[3] Letter from Rajiv Dhatia MD, DPH-LOP to Shannon Brundieck, January 23, 2002. This letter is available for public review in Project File No. 2001.0062E at the Planning Department, 1660 Mission Street, fifth floor, San Francisco.

IDENTIFIED ON-SITE SOIL CONTAMINATION

Petroleum Hydrocarbons

Gasoline contains over 200 petroleum-derived constituents.[4] Analysis for gasoline in a soil or groundwater matrix is commonly limited to detection of benzene, toluene, ethylbenzene and xylenes (BTEX). These four constituents, which are readily measurable with conventional analytical methods, can pose a serious threat to human health, have the potential to rapidly move through soil and groundwater and have flammable and explosive vapors.

Presently, there are no regulatory remediation ("cleanup") levels for petroleum hydrocarbons in soils. The local regulatory oversight agency usually determines the soil remediation goals on a case by case basis, depending on the particular conditions on the site. Considerations for remediation goals include the type of contaminant, future human health risks, potential for the contaminant to reach groundwater, extent of impacted soil and near-vicinity receptors.

The Phase II soil results detected total petroleum hydrocarbons (TPH) concentrations in shallow soils throughout the site, as well as gasoline-range hydrocarbons (TPHg) in one of the boring samplings. However, the concentrations are not at levels that would warrant additional testing or remediation.

LEAD IN SOILS

The presence of lead in soils above natural background levels can be a common occurrence in former industrial areas. Depending on the dose, overexposure to lead can result in chronic and acute health effects manifested by seizures, paralysis, convulsions and possibly death.[5] Possible sources of lead include lead additives in petroleum, lead-based exterior and interior paint, or former metalworking operations. Lead concentrations can also be above natural background levels in artificial fill materials similar to those that underlie the site because these materials can originate from former buildings and industrial operations that at one time could have contained sources of lead such as piping and

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[4] Regional Water Quality Control Board (RWQCB), *Leaking Underground Fuel Tank Field Manual* (LUFT Task Force, 1989).

[5] Eugene Meyer, *Chemistry of Hazardous Materials,* Second Edition, Brady, Prentice Hall Career and Technology, New Jersey, 1990.

construction materials. The *California Code of Regulations, Title 22,* considers soil with lead to be hazardous waste if it exceeds a total concentration of 1,000 parts per million (ppm) and a soluble concentration of 5 ppm.[6] The Phase II investigation revealed elevated levels of lead, however, only one of the 45 samples exceeded the threshold concentration.

Impacts

This section describes potential impacts related to the proposed project and legally required remediation and abatement measures that would be implemented as part of the project to reduce or eliminate potential impacts. Additional mitigation measures identified in this EIR are included in Chapter IV, Mitigation Measures. No significant hazardous materials impacts that cannot be mitigated have been identified.

SIGNIFICANCE CRITERIA

As noted above, hazardous materials are substances with certain chemical or physical properties that may pose a present or future hazard to human health or the environment when improperly handled, stored, disposed or otherwise managed. Hazardous materials impacts would be considered significant for the purposes of this EIR if they were to create a potential public health hazard or involve the use, production or disposal of materials that pose a hazard to people or animal or plant populations in the affected area. Impacts would also be considered significant if the proposed project would interfere with emergency response plans or emergency evacuation plans.

Determination of "substantial" hazard or "significant" levels of hazardous materials is performed on a case-by-case basis, although generally there are regulatory guidelines for determining acceptable levels and/or public health risks associated with exposure to hazardous materials. Definition, identification, and determination of threshold levels of hazardous materials are provided in the *Code of Federal Regulations* Title 40 and in the *Code of California Regulations* (CCR) Titles 22 and 26.

[6] Analysis of the soluble concentration of lead is performed to assess the soil's ability to "leach" lead into the underlying groundwater.

IMPACT ANALYSIS

The Phase II investigation revealed elevated levels of total petroleum hydrocarbons, lead and chromium in the soil. Elevated concentrations of total barium, chromium, nickel, and zinc were found in artificial fill soil on the site. Elevated concentrations of soluble chromium, lead, nickel, and zinc were also detected in several samples submitted for the Waste Extraction Test analysis. The Phase II recommended that a Site Mitigation Plan and a Soil Management Plan be prepared to safely remediate the site.

A Sampling Plan and the Site Mitigation Plan (SMP) was prepared by William Dubovsky Environmental (WDE) in April 2001, and reviewed by the EHS-HWU. In response to a number of concerns raised by EHS-HWU, an Amended Site Mitigation Plan was prepared by SGI in July 2001. Copies of the reports and EHS-HWU's comments are available for public review as part of the project file at the Planning Department, 1660 Mission Street.

The Amended SMP contained the results of 24 additional shallow soil borings as proposed by the Sampling Plan, 12 of which were beneath the existing buildings. Soil samples were taken at the depths of one to two feet deep, except for those within the proposed elevator pits, which were taken at the depth of six feet. The Amended SMP noted that the levels of metals and TPH were found to be consistent with levels previously found in other areas of the site in the Phase II studies. Elevated levels of chromium, however, were found in the cross pattern of one of the boring samples (2,360 mg/kg which exceeds the industrial Preliminary Remediation Goal of 450 mg/kg set by the U.S. EPA). The Amended SMP estimated that approximately of 235 cubic yards of chromium-impacted soil may be disturbed during grading activities.

The SMP proposed that throughout the entire span of soil compaction and site development, the work area would be wetted down at least three times daily to reduce potential dust. Air monitoring would be conducted during the work. Should off-site disposal be necessary, all soils would be stockpiled on an impermeable surface and covered with visqueen pending characterization.

In a letter dated August 9, 2001, EHS-HWU requested that the area where elevated chromium concentrations were found be removed from the site and not be included as part of the fill material. A

plan to mitigate the contamination would be prepared by the project sponsor and submitted to EHS-HWU for review.

The mitigation measures listed on pages 106 through 110 would ensure that the hazardous materials on the project site would be removed and treated in accordance with regulatory guidelines and that there would be no potential significant hazardous materials impacts associated with the proposed project.

Construction Dewatering

Although the construction techniques used in building the project foundation and below grade parking garage would prevent off-site groundwater from seeping into the site, the excavation of the soil would entail dewatering and discharging the water. Due to the presence of contaminated soils, there may be localized areas of groundwater contamination on the site. Contaminants could include petroleum hydrocarbons and lead. As noted in the Initial Study on page A-20, dewatered groundwater would be discharged to the City's combined storm and sanitary sewer system in accordance with the City's Industrial Waste Ordinance Number 199-77 (*Public Works Code*, Article 4.1) or to the Bay pursuant to an approval discharge permit. If standards could not be met with on-site treatment, off-site disposal by a certified waste-hauling contractor would be required. The project sponsor and the San Francisco Department of Public Health would identify the appropriate handling procedures for groundwater produced during dewatering. These measures would minimize public health exposure to hazardous materials present in the dewatering discharge and reduce potential impacts to a less-than-significant level.

E. CULTURAL RESOURCES

An archaeological cultural resources evaluation of the project site was completed by an independent consultant and is summarized here.[1] In its natural state, the project site was situated on relatively level ground at elevations ranging between 0 and 10 feet above mean sea level. Based on a review of various historical maps, the project site and its immediate locale were situated amidst the salt-marshes surrounding Islais Creek on the interface of the wet and dry environmental zones.

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[1] After the Initial Study was published, an archival cultural resources report was prepared for the project site by an archaeologist, Allen G. Pastron, PhD., *Archival Cultural Resources Evaluation of the Proposed 491 Bayshore Boulevard/196 Loomis Avenue, Home Depot Project, San Francisco, California*, May 2002.

Although no prehistoric/protohistoric resources are known to exist on the project site, numerous archaeological sites have been recorded in the Islais Creek region. The project site is generally situated in what was, prior to the arrival of the first Europeans, the northwestern portion of the territory occupied by the Costanoan people, a Native American group also referred to in anthropological literature as the Ohlone. The natural setting of the project site was a generally favorable environmental setting for the encampments of aboriginal hunters and gatherers.

As far as can be determined from historical records, the area surrounding and including the project site remained in a completely natural state throughout the Spanish/Mexican era. Consequently, there is very little, if any, likelihood of encountering significant or potentially significant subsurface cultural deposits from the Spanish/Mexican era within the confines of the proposed project site.

Historical records indicate that the project site remained in a completely natural state throughout the Early American and Gold Rush eras. The 1869 U.S. Coast and Geodetic Survey Map of San Francisco shows the project site to be completely undeveloped. By contrast, San Francisco's downtown area at this same period was a bustling metropolis. At the turn of the century, a portion of Islais Creek still ran through the project site. The 1914 Sanborn Insurance Company Maps of San Francisco show that the rivulet of Islais Creek had been filled in, San Bruno Avenue runs along the current Bayshore Boulevard bordering the western portion of the project site, and a railroad track is to the east of the project site. A line of five, small-to-medium-sized sheds appear on the project site near intersection of Cortland Avenue and San Bruno Avenue.

The marshy tract that characterized much of the Islais Creek neighborhood was finally transformed into buildable land by the first half of the 20th Century. It was not until the 1950s that any appreciable number of industries and businesses had begun to occupy the reclaimed land. During this period the James Lick Freeway (I-280) was added to the industrial landscape of the region and continues to dominate and in many ways define the neighborhood.

The cultural resources evaluation concluded that given the multiplicity of documented, prehistoric deposits in the project area, the project site should be deemed a zone of high prehistoric/protohistoric archaeological sensitivity. Accordingly, a systematic program of pre-construction archaeological testing and evaluation is recommended. With implementation of the Cultural Resources Mitigation Measure,

the project's potential impact on subsurface cultural resources would be reduced to a level of insignificance.

F. GROWTH INDUCEMENT

In general, a project would be considered growth-inducing if its implementation would result in substantial population increases and/or new development that might not occur if the project were not approved and implemented. The proposed project would replace two existing buildings, formerly used for a home improvement and building supply store and a retail home furnishing and supply store totaling approximately 107,400 sq.ft., with an approximately 153,089 sq.ft. home improvement store and a 550-space parking garage. This would intensify the use of the site, but would not be expected to substantially alter development patterns in the northwest Bayview-Hunters Point area or elsewhere in San Francisco. The project site is in an urbanized area that is intensively developed and already supports substantial amounts of light industrial, warehouse, commercial, and residential development in surrounding blocks.

The addition of the home improvement store and parking garage would increase the daily population on the project site by approximately 2,500 to 3,300 people. This daily population would consist of approximately 75 to 100 employees and as many as 2,500 to 3,000 shoppers per day. It is anticipated that most of the new employees would already reside in San Francisco, while some employees from outside the City may seek housing within the City boundaries.

The number of on-site employees relocating from outside San Francisco would be small in proportion to San Francisco's overall population, and would not represent a substantial growth in population or concentration in the neighborhood, City, or region.

The proposed project is located in an urban area and would not necessitate or induce the extension of municipal infrastructure. The project may induce commercial growth in the area, but such growth would be part of the planned growth for the City. Therefore, the proposed project would not have a significant effect on growth inducement.

IV. MITIGATION MEASURES PROPOSED TO MINIMIZE THE POTENTIAL ADVERSE IMPACTS OF THE PROJECT

Pursuant to CEQA, for each significant impact identified in the EIR, the EIR must discuss feasible measures to avoid or substantially reduce the project's significant effects. Some of the mitigation measures discussed in this EIR that would avoid or reduce significant environmental effects have been adopted by the project sponsor and, therefore, are proposed as part of the project. Some measures would require implementation by public agencies. Section A, below, contains those mitigation measures identified in this EIR as necessary to mitigate significant environmental effects. Mitigation measures would reduce but not eliminate the impacts of the proposed project on transportation and air quality. There are no feasible mitigation measures for the potentially significant impacts on regional emissions of reactive organic gases and for the 2015 adverse cumulative conditions on the five ramps on U.S 101 and I-280 Freeways. Mitigation measures identified in this EIR would be required by the Planning Commission as conditions of project approval unless they are demonstrated to be infeasible based on substantial evidence in the record.

Measures discussed below are divided into two categories: (1) measures that would avoid potentially significant impacts; and (2) measures proposed to improve project effects that would not be considered significant impacts. Several items are required by law that would serve to mitigate impacts. These include a limitation on construction noise (*San Francisco Noise Ordinance*, Article 29 of the *San Francisco Police Code*, 1972); a prohibition on the use of mirrored glass on the building (City Planning Commission Resolution No. 9212); and protective measures against lead-based paint exposure (Chapter 36 of the San Francisco Building Code, Work Practices for Exterior Lead-Based Paint). The project sponsor and construction contractors would also be required to observe all state and federal OSHA safety requirements related to handling and disposal of other hazardous materials, such as asbestos.

The mitigation measures identified in this EIR follow.

A. MITIGATION MEASURES

MEASURES THAT WOULD BE IMPLEMENTED BY PUBLIC AGENCIES

Transportation

In the year 2015, the cumulative conditions at the Mission Street/Cortland Avenue intersection would operate at LOS F during both the weekday PM peak hour and Saturday midday peak hour. The poor operating conditions would be due to the increase in overall traffic volumes at the intersection, making it difficult for vehicles to turn left from southbound Mission Street to Cortland Avenue. The project's contribution to this adverse condition would be significant, however, operations of this left turn movement could be improved by creating a left-turn phase (left-turns would be permitted during the northbound/southbound phase, but would have their own protected left-turn phase as well). With this mitigation improvement, the intersection would operate at LOS C during the weekday PM peak hour and LOS D during the Saturday midday peak hour.

MEASURES PROPOSED AS PART OF THE PROJECT

Construction Air Quality

The project sponsor shall require the construction contractor(s) to spray the project site with water during excavation, grading, and site preparation activities; spray unpaved construction areas with water at least twice per day; cover stockpiles of soil, sand, and other such material; cover trucks hauling debris, soils, sand or other such material; and sweep surrounding streets during these periods at least once per day to reduce particulate emissions. Ordinance 175-91, passed by the Board of Supervisors on May 6, 1991, requires that non-potable water be used for dust control activities. Therefore, the project sponsor shall require the construction contractor(s) to obtain reclaimed water from the Clean Water Program for this purpose.

The project sponsor shall require the project contractor(s) to maintain and operate construction equipment so as to minimize exhaust emissions of particulates and other pollutants, by such means as prohibiting idling motors when equipment is not in use or when trucks are waiting in queues, and implementing specific maintenance programs to reduce emissions for equipment that would be in frequent use for much of the construction period.

In addition to the standard mitigation procedures above, the following additional measures shall be implemented due to proximity of a sensitive receptor (the Montessori School on Loomis and Industrial Streets):

- Contractors will suspend dust-producing activities when winds (instantaneous gusts) exceed 25 mph.
- The project sponsor will require the construction contractor to designate a dust-control coordinator who will respond to dust complaints. This person's name and phone will be posted prominently on the project site and provided to the Big City Montessori

School. This person shall respond to complaints within 24-hours or less and have the authority to take corrective action.

- Watering will be used to control dust generation during demolition of structures and break-up of pavement.
- Dust-proof chutes to load debris into trucks will be used whenever feasible.

Hazards

The project sponsor shall follow the mitigation measures delineated and described in the William Dubovsky Environmental Site Mitigation Plan, SGI's Amended Site Mitigation Plan, and comply with DPH's letters dated June 11, 2001 and August 9, 2001 and any further guidelines and revisions set by the DPH, including implementation of the Health and Safety Plan (HSP). The project sponsor must take the following actions prior to approval and issuance by the San Francisco Planning Department of the building permit application for construction of the new buildings on the project site.

Based on the results of the Phase II Environmental Site Assessment (ESA) soil tests, Environmental Health Management Section-Hazardous Waste Unit (EHS-HWU) determined the soils on the project site are contaminated with lead, petroleum hydrocarbons, total chromium, or other materials associated with previous businesses on the site. The project sponsor shall submit a detailed Project Construction/Excavation Plan and a revised Site Mitigation Plan (SMP) to EHS-HWU at 1390 Market Street, Suite 822, San Francisco, California 94102 for review and approval.

Preparation of Revised Site Mitigation Plan

The revised SMP shall include a discussion of the level of contamination of soils on the project site by petroleum hydrocarbons, lead, total chromium or other hazardous materials and mitigation measures for managing contaminated soils on the site, including, but not limited to: 1) the removal of the contaminated soils; and 2) the specific practices to be used to handle, haul, and dispose of contaminated soils on the site, including, but not limited to, the measures listed below.

Preparation of a Revised Health and Safety Plan

The project sponsor shall submit a revised Health and Safety Plan (HSP), prepared in accordance with State of California Occupational Safety and Health Administration Guidelines, to the San Francisco Department of Public Health, Environmental Health Management Section- Hazardous Waste Unit (EHS-HWU) at 1390 Market Street, Suite 822, San Francisco, California 94102 for review, approval, and implementation. The HSP shall be prepared by a Health and Safety Officer certified by the State of California. The HSP shall contain an analysis of potential hazards on the project site, including exposure petroleum hydrocarbons, or other hazardous materials associated with gas and oil facility, that may be encountered by workers on the project site; and precautions to mitigate the potential hazards. As noted in the Amended SMP submitted by the project

sponsor to EHS-HWU, an HSP shall be submitted at least two weeks prior to commencement of any redevelopment site work.

Handling, Hauling, and Disposal of Contaminated Soils

(a) specific work practices: If the project sponsor assumes that the soils on the project site are contaminated with lead, total chromium, petroleum hydrocarbons, or other hazardous materials associated with gas and oil facility at or above potentially hazardous levels; or if, based on the results of the soil tests conducted, DPH determines that the soils on the project site are contaminated with lead, total chromium, petroleum hydrocarbons, or other hazardous materials at or above potentially hazardous levels, the construction contractor shall be alert for the presence of such soils during excavation and other construction activities on the site (detected through soil odor, color, and texture and results of on-site soil testing), and shall be prepared to handle, profile (i.e., characterize), and dispose of such soils appropriately (i.e., as dictated by local, state, and federal regulations, including Cal-OSHA safe work practices) when such soils are encountered on the site.

(b) dust suppression: The construction contractor shall keep soils exposed during excavation for site preparation and project construction moist throughout the time they are exposed, both during and after work hours.

(c) surface water runoff control: Where soils are stockpiled, the construction contractor shall use visqueen to create an impermeable liner, both beneath and on top of the soils, with a berm to contain any potential surface water runoff from the soil stockpiles during inclement weather.

(d) soils replacement: If necessary, the construction contractor shall use clean fill or other suitable material(s) to bring portions of the project site, where contaminated soils have been excavated and removed, up to construction grade.

(e) hauling and disposal: The construction contractor shall haul contaminated soils off the project site by waste hauling trucks appropriately certified with the State of California and adequately covered to prevent dispersion of the soils during transit, and shall dispose of contaminated soils at a permitted hazardous waste disposal facility registered with the State of California or other appropriate agency.

Preparation of Closure/Certification Report

After excavation and foundation construction activities are completed, the project sponsor shall prepare and submit a closure/certification report to the San Francisco Department of Public Health, Environmental Health Management Section-Hazardous Waste Unit (EHS-HWU) for review and approval at 1390 Market Street, Suite 822, San Francisco, California 94102. The closure/certification report shall include the mitigation measures in the SMP for handling and removing contaminated soils from the project site, whether the construction contractor modified any of these mitigation measures, and how and why the construction contractor modified those mitigation measures.

Deed Recordation on Remaining Contaminated Soils

If potentially hazardous levels of petroleum hydrocarbons, lead, total chromium or other hazardous materials associated with gas and oil facility remain in soils on the project site after project construction and if both of the following circumstances are met, the project sponsor shall file a recordation on the deed for the subject property that indicates the need to take special precautions during future disturbance of the soils on the property due to certain on-site soil conditions:

(a) The project sponsor assumes that the soils on the project site are contaminated with lead, total chromium or petroleum hydrocarbons at or above potentially hazardous levels; *OR* based on the results of the soil tests conducted, DPH determines that the soils on the project site are contaminated with lead, total chromium or petroleum hydrocarbons at or above potentially hazardous levels; *and*

(b) Potentially hazardous levels of lead, total chromium or petroleum hydrocarbons remain in soils on the project site.

Cultural Resources

The following mitigation measure is required to avoid any potential adverse effect from the proposed project on accidentally discovered buried or submerged historical resources as defined in *CEQA Guidelines* Section 15064.5(a)(c). The project sponsor shall distribute the Planning Department archeological resource "ALERT" sheet to the project prime contractor; to any project subcontractor (including demolition, excavation, grading, foundation, pile driving, etc. firms); or utilities firm involved in soils disturbing activities within the project site. Prior to any soils disturbing activities being undertaken, each contractor is responsible for ensuring that the "ALERT" sheet is circulated to all field personnel, including machine operators, field crew, pile drivers, supervisory personnel, etc. The project sponsor shall provide the Environmental Review Officer (ERO) with a signed affidavit from the responsible parties (prime contractor, subcontractor(s), and utilities firm) to the ERO confirming that all field personnel have received copies of the Alert Sheet.

Should any indication of an archeological resource be encountered during any soils disturbing activity of the project, the project Head Foreman and/or project sponsor shall immediately notify the ERO and shall immediately suspend any soils disturbing activities in the vicinity of the discovery until the ERO has determined what additional measures should be undertaken.

If the ERO determines that an archeological resource may be present within the project site, the project sponsor shall retain the services of a qualified archeological consultant. The archeological consultant shall advise the ERO as to whether the discovery is an archeological resource, retains sufficient integrity, and is of potential scientific/historical/cultural significance. If an archeological resource is present, the archeological consultant shall identify and evaluate the archeological resource. The archeological consultant shall make a recommendation as to what action, if any, is warranted. Based on this information, the ERO may require, if warranted, specific additional measures to be implemented by the project sponsor.

Measures might include: preservation in situ of the archeological resource; an archaeological monitoring program; or an archeological testing program. If an archeological monitoring

program or archeological testing program is required, it shall be consistent with the Major Environmental Analysis (MEA) division guidelines for such programs. The ERO may also require that the project sponsor immediately implement a site security program if the archeological resource is at risk from vandalism, looting, or other damaging actions.

The project archeological consultant shall submit a Final Archeological Resources Report (FARR) to the ERO that evaluates the historical significance of any discovered archeological resource and describes the archeological and historical research methods employed in the archeological monitoring/data recovery program(s) undertaken. Information that may put at risk any archeological resource shall be provided in a separate removable insert within the final report.

Copies of the Draft FARR shall be sent to the ERO for review and approval. Once approved by the ERO, copies of the FARR shall be distributed as follows: California Archaeological Site Survey Northwest Information Center (NWIC) shall receive one (1) copy and the ERO shall receive a copy of the transmittal of the FARR to the NWIC. The Major Environmental Analysis division of the Planning Department shall receive three copies of the FARR along with copies of any formal site recordation forms (CA DPR 523 series) and/or documentation for nomination to the National Register of Historic Places/California Register of Historical Resources. In instances of high public interest or interpretive value, the ERO may require a different final report content, format, and distribution than that presented above.

B. IMPROVEMENT MEASURES

Improvement measures diminish effects of the project that were found through the environmental analysis to be less-than-significant impacts. These measures would be implemented by the Department of Parking and Traffic, and the cost of the first measure would be borne by the project sponsor.

Transportation

- To improve operations and safety at the eastbound approach of Cortland Avenue to Bayshore Boulevard, the centerline between the eastbound and westbound directions could be restriped to provide 24 feet in the eastbound direction and 16 feet in the westbound direction. These changes would be designed to reduce project-generated nonsignificant impacts. In addition, the bus stop could be shortened to 60 feet long (starting at Hilton Street) and two lanes could be striped at the approach. As a result of these changes, vehicular circulation would substantially improve and the operation conditions of the approach and the entire Bayshore/Cortland intersection would improve.
- In 2015, the cumulative conditions at the Bayshore Boulevard and Silver Avenue intersection would operate at LOS D during the weekday PM peak hour, although the northbound left-turn movement would operate at LOS F, the resulting queue would extend past the left-turn pocket. The proposed project would not significantly contribute to the cumulative conditions. To improve operations, a protected northbound left-turn phase could be established (under the

existing signalization plan for the intersection, the northbound and southbound left-turns are permitted, not protected), and the cycle length could be increased from 75 seconds to 90 seconds. These improvements would be appropriate independent of the project and would be designed to mitigate cumulative significant impacts to which the project would not make a significant contribution. The overall intersection operating conditions during the weekday PM peak hour would remain at LOS D, but the northbound left-turn operations would improve and the average delay per vehicle would decrease. Assuming the protected left-turn phase would be established at other times, the intersection would operate at LOS C during the Saturday midday peak hour.

V. SIGNIFICANT ENVIRONMENTAL EFFECTS WHICH CANNOT BE AVOIDED IF THE PROJECT IS IMPLEMENTED

In accordance with Section 21100(b)(2)(A) of the California Environmental Quality Act (CEQA), and with Section 15126.2 of the State CEQA Guidelines, the purpose of this chapter is to identify environmental impacts that could not be eliminated or reduced to an insignificant level by mitigation measures included as part of the proposed project, or by other mitigation measures that could be implemented, as described in Chapter IV, Mitigation Measures, pages 105 through 111. This chapter is subject to final determination by the City Planning Commission as part of its certification of the EIR. The Final EIR will be revised, if necessary, to reflect the findings of the Commission.

The proposed project, with mitigation, would have the following unavoidable significant impacts in the area of air quality and traffic:

- The proposed project would exceed the BAAQMD threshold of significance for regional emissions of reactive organic gases (ROG). This is an unmitigable project level and cumulative impact.
- The proposed project would have a significant unmitigable contribution to the 2015 adverse cumulative conditions on the U.S. 101 Freeway northbound on-ramp at Alemany Boulevard/Industrial Street; the southbound U.S. 101 Freeway on-ramp at Alemany Boulevard/Industrial Street; the U.S. 101 Freeway northbound on-ramp at Bayshore Boulevard/Cesar Chavez Street; the U.S. 101 Freeway southbound on-ramp at San Bruno Avenue; and I-280 Freeway westbound on-ramp at Alemany Boulevard.

With implementation of the mitigation measures outlined in Chapter IV, Mitigation Measures, of this report, all other potential significant impacts would be reduced to a less-than-significant level. The project sponsor has agreed to implement all measures in Chapter IV (except for those requiring public agency responsibility) in an agreement dated March 25, 2003.[1]

[1] This mitigation agreement is available by appointment for public review at the San Francisco Planning Department, 1600 Mission Street, fifth floor, in Case File No. 2001.0062E.

VI. ALTERNATIVES TO THE PROPOSED PROJECT

This chapter identifies alternatives to the proposed project and discusses environmental impacts associated with each alternative. Project decision-makers could adopt any of the following alternatives instead of the proposed project, if an alternative would reduce or eliminate significant environmental impacts of the proposed project and is determined to be feasible and would attain most of the basic objectives of the project. This determination of feasibility will be made by project decision-makers on the basis of substantial evidence in the record which shall include, but not be limited to, information presented in this EIR and in comments received on the Draft EIR.

Alternatives were selected that would reduce identified impacts of the proposed project. The following alternatives are evaluated: a No-Project Alternative, a Variant No-Project Alternative, a 60,000-Square-Foot Alternative, an 107,400-Square-Foot Reduced Density Alternative, and an 140,000-Square Foot Alternative. The Variant No-Project Alternative would consist of the two existing buildings on site reused as permitted by zoning with no discretionary approvals. The 60,000-Square-Foot Alternative would consist of a home improvement store with a maximum size of 60,000 sq.ft. The 107,400-Square-Foot Reduced Density Alternative would be the proposed home improvement store approximately seventy percent the size of the proposed project. The 140,000-Square-Foot Alternative would be the proposed home improvement store approximately ninety-one percent the size of the proposed project. Other alternatives, with a variety of building configurations, could also be considered by decision-makers as such other alternatives would be "bracketed" by the range of alternatives described herein. Other uses, including mixed-uses, for the project site are not considered as the project sponsor only intends to build and operate a home improvement store, and other uses would not meet the basic objectives of the project.

Whether property is owned or can reasonably be acquired by the project sponsor has a strong bearing on the feasibility of developing a project alternative at a different site. No viable alternative sites have been identified within San Francisco where the proposed project could be constructed and meet the project sponsor's objectives, including locations along Third Street and near Candlestick Park. In addition, the project sponsor does not own or control any other site in the City.

ALTERNATIVE A: NO PROJECT

Description

This alternative would entail no change to the existing site, which is vacant. The proposed project would not be built. This alternative reflects existing physical conditions on the site that are already described in the Project Description and Land Use Setting discussions on pages 25, 26 and 35 to 40. This alternative, however, would not preclude future proposals for redevelopment of the project site.

Impacts

If Alternative A were implemented, none of the impacts associated with the proposed project would occur. The project site would remain vacant and appear as it does in Figures 8 and 9, pages 38 and 39. The effects of the proposed 153,089 sq.ft. project and the 550-space parking garage would not occur, nor would there be air quality impacts from the proposed project which exceed the BAAQMD threshold of significance for regional emissions of reactive organic gases (ROG). There would be no project-specific transportation effects, including the contribution to the 2015 cumulative traffic conditions on the northbound U.S. 101 Freeway on-ramp at Alemany Boulevard/Industrial Street; the northbound U.S. 101 Freeway on-ramp at Bayshore Boulevard/Cesar Chavez Street, the southbound U.S. 101 Freeway on-ramp at San Bruno Avenue, and the westbound I-280 Freeway on-ramp at Alemany Boulevard. The hazardous materials in the soil would remain on the project site. Other less-than-significant effects described in the Initial Study, including generation of noise during construction, and potential disturbance of archaeological resources, among other impacts, would not occur with this alternative.

Alternative A would not meet any of the project sponsor's objectives (as stated on page 25), including the development of a standard size Home Depot home improvement store for San Francisco.

If this alternative were selected by the San Francisco Planning Commission and a different proposal is submitted at a later date for development of all or part of the project site, that proposal would be subject to a separate project-specific environmental review under the requirements of CEQA.

ALTERNATIVE B: VARIANT NO PROJECT

Description

This alternative represents one possibility of what could be expected if the proposed project were not approved. The two existing buildings on site would be reused for retail/commercial uses as permitted by zoning with no discretionary approvals. The former Goodman Lumber Company building is about 76,846 sq.ft., and the previous Whole Earth Access supply store is approximately 30,500 sq.ft., for a total of approximately 107,400 sq.ft. In this alternative, the retail/commercial uses would presumably be one or two large-scale enterprises similar to the previous uses on the site and/or proposed uses for the site. It is assumed that the buildings would comply with building codes.

Impacts

Compared to the proposed project, Alternative B would have less intensive environmental effects on transportation and parking, population, shadows, construction noise, air quality, utilities and public services, and energy/natural resources because of its smaller size. This alternative would generate about 552 vehicle trips in the weekday PM peak hour and 789 trips in the Saturday midday peak hour,[1] compared to proposed project's 848 weekday PM peak hour trips and 1,268 trips in the Saturday midday peak hour. The operating conditions would be better than with the project, and the levels of congestion at the key intersections studied would be less than with the proposed project. Tables 11 and 12 on pages 118 and 119 show a comparison of the transportation LOS effects of each Alternative. The LOS at the Bayshore/Jerrold/US 101 intersection, for example, would remain at LOS C (rather than LOS D with the proposed project) during the weekday PM peak hour. The intersection of Mission Street/Cortland Avenue would still need to have a signal upgrade to accommodate the growth in traffic volumes along Mission Street in 2015. The traffic improvement measures that are part of the proposed project would not occur with this alternative. These measures include traffic signals and pedestrian crosswalks to be installed at Bayshore Boulevard and Cortland Avenue, a left-turn pocket to be created for southbound Bayshore Boulevard traffic to enter the project site, and just north of the project site, the median on Bayshore Boulevard to be modified to allow northbound traffic to make U-Turns.

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[1] Based on an estimate of 13.5 person trips per 1,000 sq.ft. of retail for Weekday PM peak hour, and 19.3 person trips per 1,000 sq.ft. of retail space for Saturday midday per the San Francisco Planning Department, *Interim Transportation Impacts Analysis Guidelines for Environmental Review,* January 2000.

Table 11
Comparison of Alternatives - Intersection Levels of Service

Weekday PM Peak Hour Intersection	Existing		Existing + Project		Existing + Alt B		Existing + Alt C		Existing + Alt D		Existing + Alt E	
	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
Bayshore/Oakdale	22.5	C	29.7	D	26.7	D	24.7	C	26.9	D	28.9	D
Bayshore/Cortland[1]	11.4	B	27.4	D	25.1	D	24.8	C	25.2	D	25.6	D
Bayshore/Industrial	25.9	D	33.0	D	29.8	D	28.3	D	30.2	D	32.1	D
Bayshore/Silver	16.5	C	20.1	C	18.0	C	17.4	C	18.0	C	19.2	C
Bayshore/Jerrold/US101	24.1	C	25.1	D	24.6	C	24.5	C	24.6	C	24.9	C
Oakdale/Loomis[2]	16.1	C	16.6	C	16.4	C	16.3	C	16.5	C	16.6	C
Industrial/Loomis[3]	6.7	B	8.6	B	7.9	B	7.4	B	7.9	B	8.4	B
Industrial/Cut-Thru	5.0	B	5.2	B	5.1	B	5.1	B	5.1	B	5.2	B
Alemany/Putnam/US101[4]	15.2	C	15.5	C	15.4	C	15.3	C	14.4	C	15.4	C
Alemany/US101/San Bruno	14.7	B	17.9	C	16.5	C	15.6	C	16.6	C	17.6	C
Alemany/Cut-Thru/US101	4.7	A	4.9	A	4.9	A	4.8	A	4.9	A	4.9	A
Cortland/Folsom[5]	7.0	B	7.9	B	7.4	B	7.3	B	7.6	B	7.8	B
Cortland/Andover[5]	8.4	C	10.2	C	9.2	B	8.8	B	9.6	B	10.0	C
Mission/Cortland[6]	14.5	B	22.4	C	18.9	C	16.6	C	19.1	C	21.9	C

Saturday Midday Peak Hour Intersection	Existing		Existing + Project		Existing + Alt B		Existing + Alt C		Existing + Alt D		Existing + Alt E	
	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
Bayshore/Oakdale	15.6	C	18.0	C	16.7	C	16.2	C	16.9	C	17.6	C
Bayshore/Cortland[1]	9.8	B	34.6	D	31.1	D	30.0	D	31.6	D	33.6	D
Bayshore/Industrial	20.0	C	21.9	C	20.8	C	20.5	C	21.0	C	21.6	C
Bayshore/Silver	12.1	B	12.5	B	12.3	B	12.2	B	12.3	B	12.4	B
Bayshore/Jerrold/US101	29.1	D	30.6	D	29.8	D	29.5	D	29.9	D	30.4	D
Oakdale/Loomis[2]	8 6	B	8.7	C	8.6	B	8.6	B	8.7	B	8.8	B
Industrial/Loomis[3]	4.5	A	5.6	B	5.1	B	4.9	A	5.2	B	5.4	B
Industrial/Cut-Thru	4.5	A	4.4	A	4.5	A	4.5	A	4.5	A	4.5	A
Alemany/Putnam/US101[4]	24.1	C	33.2	D	28.1	D	25.6	D	29.1	D	32.0	D
Alemany/US101/San Bruno	13.0	B	16.1	C	14.4	B	13.6	B	14.7	B	15.6	C
Alemany/Cut-Thru/US101	3.4	A	4.1	A	3.7	A	3.8	A	4.0	A	4.1	A
Cortland/Folsom[5]	6.4	B	8.3	B	7.6	B	7.0	B	7.7	B	8.1	B
Cortland/Andover[5]	8.9	B	9.7	B	9.5	B	9.2	B	9.4	B	9.6	B
Mission/Cortland[6]	16.5	C	32.4	D	18.9	C	21.9	D	26.3	D	31.4	D

Source: Wilbur Smith Associates – March 2003

Notes:

[1] Assumes reconfiguration and resignalization of Bayshore/Cortland intersection (as required for Project).

[2] Unsignalized intersection -- delay and LOS presented for northbound approach.

[3] Unsignalized intersection -- delay and LOS presented for southbound approach.

[4] Includes changes to signal timing to accommodate future traffic volumes.

[5] Unsignalized intersection -- delay and LOS presented for worst approach .

[6] Mission/Cortland improved by establishing permitted/protected phasing for SB left turns.

Table 12
Comparison of Alternatives - Intersection Levels of Service, 2015 Cumulative Conditions

WEEKDAY PM PEAK HOUR Intersection	Existing		2015 with Project		2015 with Alt B		2015 with Alt C		2015 with Alt D		2015 with Alt E	
	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
Bayshore/Oakdale	22.5	C	33.9	D	33.7	D	33.8	D	33.6	D	33.7	D
Bayshore/Cortland[1]	11.4	B	36.0	D	35.2	D	35.1	D	35.3	D	35.7	D
Bayshore/Industrial	25.9	D	37.5	D	35.6	D	32.9	D	36.1	D	36.3	D
Bayshore/Silver	16.5	C	38.7	D	34.0	D	34.0	D	36.2	D	38.7	D
Bayshore/Jerrold/US101	24.1	C	34.4	D	34.4	D	34.4	D	34.4	D	34.4	D
Oakdale/Loomis[2]	16.1	C	26.7	D	27.1	D	26.2	D	27.1	D	26.7	D
Industrial/Loomis[3]	6.7	B	14.0	C	12.4	C	10.6	C	12.5	C	13.9	C
Industrial/Cut-Thru	5.0	B	5.7	B	5.7	B	5.7	B	5.7	B	5.7	B
Alemany/Putnam/US101[4]	15.2	C	16.8	C	16.8	C	16.7	C	16.8	C	16.8	C
Alemany/US101/San Bruno	14.7	B	26.1	D	23.0	D	21.1	D	23.7	D	24.1	D
Alemany/Cut-Thru/US101	4.7	A	5.3	B	5.1	B	5.0	B	5.1	B	5.2	B
Cortland/Folsom[5]	7.0	B	9.8	B	9.0	B	8.2	B	9.1	B	9.7	B
Cortland/Andover[5]	8.4	C	16.5	C	14.5	C	11.2	C	14.8	C	15.4	C
Mission/Cortland[6]	14.5	B	>60	F	>60	F	>60	F	>60	F	>60	F

SATURDAY MIDDAY PEAK HOUR Intersection	Existing		2015 with Project		2015 with Alt B		2015 with Alt C		2015 with Alt D		2015 with Alt E	
	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
Bayshore/Oakdale	15.6	C	22.6	C	20.4	C	20.7	C	20.3	C	21.6	C
Bayshore/Cortland[1]	9.8	B	39.7	D	35.9	D	34.6	D	36.4	D	38.4	D
Bayshore/Industrial	20.0	C	24.4	C	23.4	C	22.6	C	24.0	C	24.1	C
Bayshore/Silver	12.1	B	12.4	B	12.1	B	12.0	B	12.2	B	12.3	B
Bayshore/Jerrold/US101	29.1	D	35.0	D	33.0	D	33.0	D	33.0	D	34.2	D
Oakdale/Loomis[2]	8.6	B	11.4	C	11.0	C	10.6	C	10.8	C	11.4	C
Industrial/Loomis[3]	4.5	A	7.6	B	6.2	B	5.8	B	6.2	B	6.7	B
Industrial/Cut-Thru	4.5	A	4.8	A	4.7	A	4.7	A	4.7	A	4.8	A
Alemany/Putnam/US101[4]	24.1	C	25.5	D	21.3	C	21.3	C	21.5	C	24.3	C
Alemany/US101/San Bruno	13.0	B	29.7	D	19.0	C	17.2	D	20.1	C	26.2	C
Alemany/Cut-Thru/US101	3.4	A	4.7	A	4.1	A	3.8	A	4.2	A	4.6	A
Cortland/Folsom[5]	6.4	B	9.8	B	8.6	B	7.4	B	9.0	B	9.6	B
Cortland/Andover[5]	8.9	B	23.1	D	18.7	C	12.1	C	20.9	D	21.7	D
Mission/Cortland[6]	16.5	C	>60	F	>60	F	>60	F	>60	F	>60	F

Source: Wilbur Smith Associates – March 2003

Notes:

[1] Assumes reconfiguration and resignalization of Bayshore/Cortland intersection (as required for Project).

[2] Unsignalized intersection -- delay and LOS presented for northbound approach.

[3] Unsignalized intersection -- delay and LOS presented for southbound approach.

[4] Includes changes to signal timing to accommodate future traffic volumes.

[5] Unsignalized intersection -- delay and LOS presented for worst approach .

[6] Mission/Cortland improved by establishing permitted/protected phasing for SB left turns.

The impacts of both the proposed project and this alternative on transit, parking, pedestrians, bicycles, construction traffic, and contribution to total cumulative traffic volumes would be less-than-significant. This alternative would make a smaller contribution to the growth in cumulative traffic impacts at nearby intersections than would the proposed project, however, it would also have a significant contribution (more than five percent increase) to the 2015 cumulative conditions on the northbound U.S. 101 Freeway on-ramp at Alemany Boulevard/Industrial Street; the southbound U.S. 101 Freeway on-ramp at Alemany Boulevard/Industrial Street; the northbound U.S. 101 Freeway on-ramp at Bayshore Boulevard/Cesar Chavez Street, the southbound U.S. 101 Freeway on-ramp at San Bruno Avenue, and the westbound I-280 Freeway on-ramp at Alemany Boulevard.

In those environmental areas not governed by height or bulk, this alternative would have effects similar to the proposed project on land use, operation noise, biology, geology/topography, water, and any potential hazardous materials would remain on site. It is assumed that this alternative would have minimal effect on archaeological cultural resources as there would be no excavation. In Alternative B, the current buildings would be reused and there would be little change in the existing visual character of the site.

Alternative B would not have a significant impact on air quality, unlike the proposed project. The effect on regional air quality would be under the BAAQMD threshold for significance. This alternative, however, would cause increased emissions of reactive organic gases, nitrogen oxides, particulates and carbon monoxide in the region, though these increases would be approximately thirty percent of what is generated by the proposed project. The increases would be less than significant relative to total regional emissions of these pollutants.

Alternative B would generate a smaller increase in employment and daily population than the proposed project. The population effects of both this alternative and the proposed project would be less than significant.

Alternative B would not meet most of the project sponsor's objectives of developing a standard size Home Depot home improvement store for San Francisco.

ALTERNATIVE C: 60,000-SQUARE-FOOT PROJECT

This alternative is included in response to comments made on the Initial Study that requested an analysis of a home improvement store smaller than the previous 76,846 sq.ft. Goodman's Lumber store.

Description

The existing buildings on the site would be demolished, and a one-story approximately 60,000 sq.ft. home improvement store would be constructed with an adjacent surface parking lot containing approximately 350 parking spaces. The store would include housewares, a home decorating center, lumber and garden plants. The parking lot would be accessible from Bayshore Boulevard, Waterloo Street and Loomis Street. The main entrance to the store would be from the parking lot, and loading docks would be accessible on Loomis Street. This alternative would occupy the entire site, which would preclude the opportunity for further development at the same level of density on the site unless a parking structure were later constructed.

Impacts

Compared to the proposed project, Alternative C would have less intensive environmental effects on visual quality and urban design, transportation and parking, shadows, construction noise, utilities and public services, and energy/natural resources because of its smaller size. In those environmental areas not governed by height or bulk, this alternative would have similar effects as the proposed project on land use, operation noise, biology, geology/topography, water, hazards, and cultural resources.

This alternative would generate a smaller increase in employment and daily population than the proposed project. The population effects of both this alternative and the proposed project would be less-than-significant.

The visual impacts of this alternative, during both day- and nighttimes, would be correspondingly reduced as the parking would be on a surface lot and the building would be approximately twenty to thirty feet in height. The parking lot, however, would not be enclosed and would be visible from the street as well as from portions of the Bernal Heights neighborhood.

Alternative C would not have a significant impact on air quality, unlike the proposed project. This alternative, however, would cause increased emissions of reactive organic gases, nitrogen oxides, particulates and carbon monoxide in the region, though these increases would be approximately thirty percent of what is generated by the project. The increases would be less than significant relative to total regional emissions of these pollutants, and would be below the BAAQMD's thresholds of significance.

A 60,000 sq.ft. project would result in fewer vehicle and transit trips than the proposed project. The alternative would generate approximately 4,059 weekday daily vehicle-trips and 332 peak-hour vehicle trips, and about 4,202 Saturday daily vehicle-trips and 497 midday peak-hour vehicle trips, compared to proposed project's 848 weekday PM peak hour vehicle trips and 1,268 vehicle trips in the Saturday midday peak hour (an approximately forty percent reduction in the vehicle trips generated by the proposed project). The operating conditions would improve compared to the project and the levels of congestion at the key intersections studied would be less than that of the proposed project. The LOS at three intersections: Bayshore/Jerrold/US 101, Bayshore/Oakdale and Bayshore/Cortland, would remain at LOS C with this alternative (rather than LOS D with the proposed project) during the weekday PM peak hour. The intersection of Mission Street/Cortland Avenue would still require a signal upgrade to accommodate the growth in traffic volumes along Mission Street.

The impacts of this alternative on transit, parking, pedestrians, bicycles, construction traffic, and contribution to total cumulative traffic volumes would be less-than-significant, except for the contribution to the 2015 cumulative conditions (more than five percent increase) on the northbound U.S. 101 Freeway on-ramp at Alemany Boulevard/Industrial Street, the southbound U.S. 101 Freeway on-ramp at Alemany Boulevard/Industrial Street, the southbound U.S. 101 Freeway on-ramp at San Bruno Avenue, and the westbound I-280 Freeway on-ramp at Alemany Boulevard, all of which would be significant impacts. The contribution of Alternative C to the northbound U.S. 101 Freeway on-ramp at Bayshore Boulevard/Cesar Chavez Street would be less-than-significant. This alternative would make a smaller contribution to the growth in cumulative traffic impacts at nearby intersections than would the proposed project.

CEQA requires that the EIR identify an environmentally superior alternative in addition to the No Project Alternative. This alternative would have fewer impacts than the proposed project and the other

alternatives discussed above, and would therefore, be considered the environmentally superior alternative.

This alternative would not meet the project sponsor's objectives of developing a standard size Home Depot home improvement store for San Francisco, offering a full range of home improvement items and services. Although there are a few locations in the United States (Brooklyn, Staten Island, and Chicago) where Home Depot has experimented with developing home improvement stores of this size, these stores do not carry the full range of home improvement services and are located within a close proximity to full-size Home Depot stores, relying on those stores for support services. The Home Depot store in Colma is not close enough to rely on for support services.

ALTERNATIVE D: 107,400-SQUARE-FOOT PROJECT

Description

This alternative would be a Home Depot store similar to the proposed project in terms of building exterior and parking garage, however, there would be no mezzanine and the total square footage would be approximately 107,400 sq.ft., about 45,690 sq.ft. less than the proposed project (a reduction of approximately thirty percent). There would be a ground floor area about the same size as the proposed project (approximately 96,250 sq.ft.), no second level/mezzanine sales area, a smaller greenhouse (about 5,604 sq.ft. compared to 9,888 sq.ft. for the proposed project), and a smaller garden center (about 5,550 sq.ft. compared to 8,546 sq.ft.). The parking garage would have about 385 parking spaces on two levels (about 165 spaces fewer than the proposed project). The exterior building in Alternative D would be similar to the proposed project.

Impacts

Most of the potential impacts identified for the proposed project would occur with Alternative D, but at a lower level. This alternative would still demolish the two existing vacant buildings and replace them with a new retail building, garden center, greenhouse and parking garage. Thus, the change in land use would be the same, but the size and resultant population density of this alternative would be approximately one-third less than the proposed project. The estimated on-site population would be about 50 to 75 employees and between 2,400 to 2,700 shoppers per day, and would increase the concentration of people on the project site.

The reduced employee population and fewer shoppers would translate to fewer vehicle trips, both daily and PM peak-hour trips, reduced transit demand, and reduced parking demand. Alternative D would generate approximately 7,266 weekday daily vehicle-trips and 595 peak-hour vehicle trips, and about 7,521 Saturday daily vehicle-trips and 890 peak-hour vehicle trips, compared to the proposed project's 848 weekday PM peak hour vehicle trips and 1,268 vehicle trips in the Saturday midday peak hour.[2] This reduction in vehicle-trips could result in a reduction in vehicle delays at the local intersections as compared to the project. The operating conditions would be better than with the project, and the levels of congestion at the key intersections studied would be less than with the proposed project. The LOS at the Bayshore/Jerrold/US 101 intersection, for example, would remain at LOS C (rather than LOS D with the proposed project) during the weekday PM peak hour. The intersection of Mission Street/Cortland Avenue would still require a signal upgrade to accommodate the growth in traffic volumes along Mission Street.

Neither the project nor this alternative would result in project-specific significant impacts on traffic flow, however, both would have a significant unmitigable contribution to the 2015 cumulative conditions (more than five percent increase) on the northbound U.S. 101 Freeway on-ramp at Alemany Boulevard/Industrial Street; the southbound U.S. 101 Freeway on-ramp at Alemany Boulevard/Industrial Street; the northbound U.S. 101 Freeway on-ramp at Bayshore Boulevard/Cesar Chavez Street, the southbound U.S. 101 Freeway on-ramp at San Bruno Avenue, and the westbound I-280 Freeway on-ramp at Alemany Boulevard.

It is assumed that the same traffic improvement measures as the proposed project would be included with this alternative: traffic signals and pedestrian crosswalks would be installed at Bayshore Boulevard and Cortland Avenue, a left-turn pocket would be created for southbound Bayshore Boulevard traffic to enter the project site, and just north of the project site, the median on Bayshore Boulevard would be modified to allow northbound traffic to make U-Turns.

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[2] Based on the weekday PM peak hour trip rate of 5.54 vehicle trips per 1,000 sq.ft., and Saturday midday peak hour trip rate of 8.28 vehicle-trips per 1,000 sq.ft. Trip rate data is from surveys conducted at four Home Depot stores in California.

Alternative D would not have a significant impact on air quality, unlike the proposed project. This alternative, however, would cause increased emissions of reactive organic gases, nitrogen oxides, particulates and carbon monoxide in the region, though these increases would be approximately seventy percent of what is generated by the project. The increases would be less than significant relative to total regional emissions of these pollutants, and would be below the BAAQMD's thresholds of significance.

The public services demand and energy consumption under this alternative would be roughly seventy percent that of the proposed project. Operational noise would be about the same as the proposed project. Alternative D's effects related to geology, hydrology, hazardous materials, and potential subsurface cultural resources, however, would be comparable to those of the proposed project. The height of the parking garage would be one level lower and the visual effects would be slightly less than the proposed project. Construction impacts of this alternative would be similar to those of the proposed project, though somewhat reduced in duration.

This alternative would meet the project sponsor's basic objectives of constructing a standard-sized Home Depot home improvement store within the City and County of San Francisco, although it would not be at the level the project sponsor would prefer to offer Home Depot's complete range of home improvement services and products, including a garden center of approximately 8,500 sq.ft., an enclosed greenhouse of approximately 10,000 sq.ft., and a full service lumber department.

ALTERNATIVE E: 140,000-SQUARE-FOOT PROJECT

Description

This alternative would also be a Home Depot store similar to the proposed project in terms of building exterior and parking garage. The total square footage would be approximately 140,000 sq.ft., about 13,000 sq.ft. less than the proposed project (a reduction of approximately eight and a half percent). There would be a ground floor area about the same size as the proposed project (approximately 96,250 sq.ft.), a smaller second level/mezzanine sales area (approximately 32,000 sq.ft. compared to 38,405 sq.ft. for the proposed project) , a smaller greenhouse (about 7,000 sq.ft. compared to 9,888 sq.ft. for the proposed project), and a smaller garden center (about 4,839 sq.ft. compared to 8,546 sq.ft.). The parking garage would have about 500 parking spaces on two levels plus rooftop (about 50 spaces fewer than the proposed project). The exterior building in Alternative E would be similar to the proposed project.

Impacts

Alternative E is the maximum size project that would avoid potentially significant air quality impacts of emissions of reactive organic gases. Most of the other potential impacts identified for the proposed project would occur with Alternative D, but at a slightly lower level. This alternative would still demolish the two existing vacant buildings and replace them with a new retail building, garden center, greenhouse and parking garage. Thus, the change in land use would be the same, but the size and resultant population density of this alternative would be approximately eight and a half percent less than the proposed project. The estimated daily on-site population would be about 70 to 95 employees and between 2,300 to 2,600 shoppers per day, and would increase the concentration of people on the project site.

Alternative E would generate approximately 776 weekday peak-hour vehicle trips and about 1,159 Saturday peak-hour vehicle trips, compared to the proposed project's 848 weekday PM peak hour vehicle trips and 1,268 vehicle trips in the Saturday midday peak hour. This small reduction in vehicle-trips could result in a equivalent reduction in vehicle delays at the local intersections as compared to the project. The operating conditions would be about the same as the project, and the levels of congestion at the key intersections studied would be similar to the proposed project. The exception in LOS would be at the Bayshore/Jerrold/US 101 intersection, which would remain at LOS C (rather than LOS D with the proposed project) during the weekday PM peak hour. The intersection of Mission Street/Cortland Avenue would still require a signal upgrade to accommodate the growth in traffic volumes along Mission Street.

Neither the project nor this alternative would result in project-specific significant impacts on traffic flow, however, both would have a significant unmitigable contribution to the 2015 cumulative conditions (more than five percent increase) on the northbound U.S. 101 Freeway on-ramp at Alemany Boulevard/Industrial Street; the southbound U.S. 101 Freeway on-ramp at Alemany Boulevard/Industrial Street; the northbound U.S. 101 Freeway on-ramp at Bayshore Boulevard/Cesar Chavez Street, the southbound U.S. 101 Freeway on-ramp at San Bruno Avenue, and the westbound I-280 Freeway on-ramp at Alemany Boulevard.

It is assumed that the same traffic improvement measures as the proposed project would be included with this alternative: traffic signals and pedestrian crosswalks would be installed at Bayshore Boulevard and

the project site, the northbound Bayshore left-turn pocket would be lengthened, and just north of the project site, the median on Bayshore Boulevard would be modified to allow northbound traffic to make U-Turns.

Alternative E would cause increased emissions of nitrogen oxides, particulates and carbon monoxide in the region, though these increases would be approximately eight and a half percent less than that generated by the proposed project. The increases would be less than significant relative to total regional emissions of these pollutants, and would be below the BAAQMD's thresholds of significance.

The public services demand and energy consumption under this alternative would be roughly 91.5 percent than that of the proposed project . Operational noise would be about the same as the proposed project. Alternative E's effects related to visual quality, geology, hydrology, hazardous materials, and potential subsurface cultural resources, however, would be comparable to those of the proposed project. Construction impacts of this alternative would also be similar to those of the proposed project.

This alternative would meet the project sponsor's basic objectives of constructing a standard-sized Home Depot home improvement store within the City and County of San Francisco, although it would not be at the level the project sponsor would prefer to offer Home Depot's complete range of home improvement services and products, including a garden center of approximately 8,500 sq.ft., an enclosed greenhouse of approximately 10,000 sq.ft., and a full service lumber department.

VII. EIR AUTHORS

EIR AUTHORS

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VIII. APPENDICES

Appendix A: Initial Study

Appendix B: Intersection Level of Service Designations

Appendix C: Diesel Exhaust Particulate Health Risk Assessment

Appendix D: Distribution List

Appendix A

Initial Study

NOTICE THAT AN ENVIRONMENTAL IMPACT REPORT IS DETERMINED TO BE REQUIRED

Date of this Notice: March 9, 2002

Lead Agency: San Francisco Planning Department
1660 Mission Street, Suite 500
San Francisco, California 94103-2414

Agency Contact Person: Tammy Chan **Telephone**: (415) 558-5982

Project Title: 2001.0062E- 491 Bayshore Boulevard, Home Depot
Project Sponsor: Home Depot, U.S.A., Inc.
Project Contact Person: Anna Shimko, Cassidy Shimko & Dawson, LLP **Telephone:** (415) 788-2040

Project Address: 491 Bayshore Boulevard /196 Loomis Ave
Assessor's Block and Lot: Block 5598, Lots 8, 9, 11, 13, 15, 16, 18, 21, and 28
City and County: San Francisco

Project Description: The proposed project consists of demolition of the vacant buildings, totaling 107,372 square feet (sq.ft.), and construction of a home improvement store (Home Depot). The main store would be two stories, with approximately 96,250 sq.ft. on the main floor, and 38,405 sq.ft. on the second floor, and a 9,888-sq.-ft. enclosed green house. The proposed project also includes an approximately 8,546-sq.ft. outdoor-garden center. The total retail space would be approximately 153,089 sq.ft. A separate parking garage consisting of two levels plus rooftop parking totaling 550 parking spaces would also be constructed on this 5.73-acre site. The buildings would be approximately 40 feet in height. Vehicular access to the parking garage would be from Bayshore Boulevard, where Cortland Avenue dead-ends into Bayshore Boulevard, and secondary access would be on Loomis and Waterloo Streets. Between the ground level of the parking facility and the store, a customer pick-up lane would be provided with egress onto Bayshore Boulevard, just north of the Cortland Avenue intersection. Four general freight-loading spaces would be provided. The project is located within the Bayview-Hunters Point neighborhood. The site is within the Planning Commission's adopted Industrial Protection Zone (IPZ) and is located in an M-1 (Light Industrial) zoning district and within a 65-J height and bulk district.

THIS PROJECT MAY HAVE A SIGNIFICANT EFFECT ON THE ENVIRONMENT AND AN ENVIRONMENTAL IMPACT REPORT IS REQUIRED. This determination is based upon the criteria of the State CEQA Guidelines, Section 15063 (Initial Study), 15064 (Determining Significant Effect), and 15065 (Mandatory Findings of Significance), and the following reasons, as documented in the Environmental Evaluation (Initial Study) for the project, which is attached.

Deadline for Filing of an Appeal of this Determination to the Planning Commission is March 29, 2002 at 5:00 p.m.. An appeal requires: (1) a letter specifying the grounds for the appeal, and (2) a $209.00 filing fee.

Paul Maltzer
Environmental Review Officer
Planning Department

INITIAL STUDY[1]

2001.0062E- 491 Bayshore, Home Depot

I. PROJECT DESCRIPTION AND SETTING

A. PROJECT DESCRIPTION

The project site is located at 491 Bayshore Boulevard/196 Loomis Ave, on Assessor's Block 5598, Lots 8, 9, 11, 13, 15, 16, 18, 21, and 28, which totals 249,699 sq.ft. or approximately 5.73 acres. The site is part of the major City block bounded by a one-story industrial building to the north, Waterloo Street to the south, Loomis Avenue to the east, and Bayshore Boulevard to the west in an industrial area of San Francisco (Figure 1, page 3).

Two buildings currently exist on the site, both of which are vacant. Goodman's Lumber Company previously operated a 76,846-sq.-ft. home improvement and building supply store on a portion of the site while Whole Earth Access, a retail home furnishing and supply store, operated out of the second building, which was approximately 30,500 sq.ft. Whole Earth occupied its portion of the property until June of 1999 and Goodman's Lumber Company ceased its operation in August of 2000. The property has been vacant since.

The proposed project is to demolish the two existing buildings and construct a two-story, approximately 153,089-sq.-ft. home improvement store. The main store would be two stories, with approximately 96,250 sq.ft. on the main floor, and 38,405 sq.ft. on the second floor, and a 9,888-sq.-ft. enclosed greenhouse (Figures 2, 3, 4, 5, and 6, pages 4 to 8). The proposed project also includes an approximately 8,546-sq.-ft. outdoor-garden center. A separate 550-space, two-story parking garage plus rooftop parking would also be constructed. The buildings would be approximately 40 feet in height. There would be an approximately 4½-foot tall wall with a 6-foot trellis along the periphery of the roof to shield the views of parked cars. Vehicular access to the parking facility would be from Bayshore Boulevard, where Cortland Avenue dead ends into Bayshore Boulevard, and from Loomis and Waterloo Streets. Traffic signals and pedestrian crosswalks would be installed at Bayshore Boulevard and Cortland Avenue, a left-turn pocket would be created for southbound Bayshore Boulevard traffic to enter the project site, and just north of the project site, the median on Bayshore Boulevard would be changed to allow northbound traffic to make U-Turns. Development of the site would require excavation of approximately 8,500 cubic yards of soil for footings and foundation. The foundation system would include pile driving.

B. PROJECT SETTING

The project site consists of nine lots. Adjacent to the project site at the north end of this block, there are three buildings (a masonry supply warehouse and storage lot, a commercial retail and parking lot and a fast food restaurant). The project site is located in an M-1 (Light Industrial) zoning district in the Bayview-Hunters Point neighborhood.

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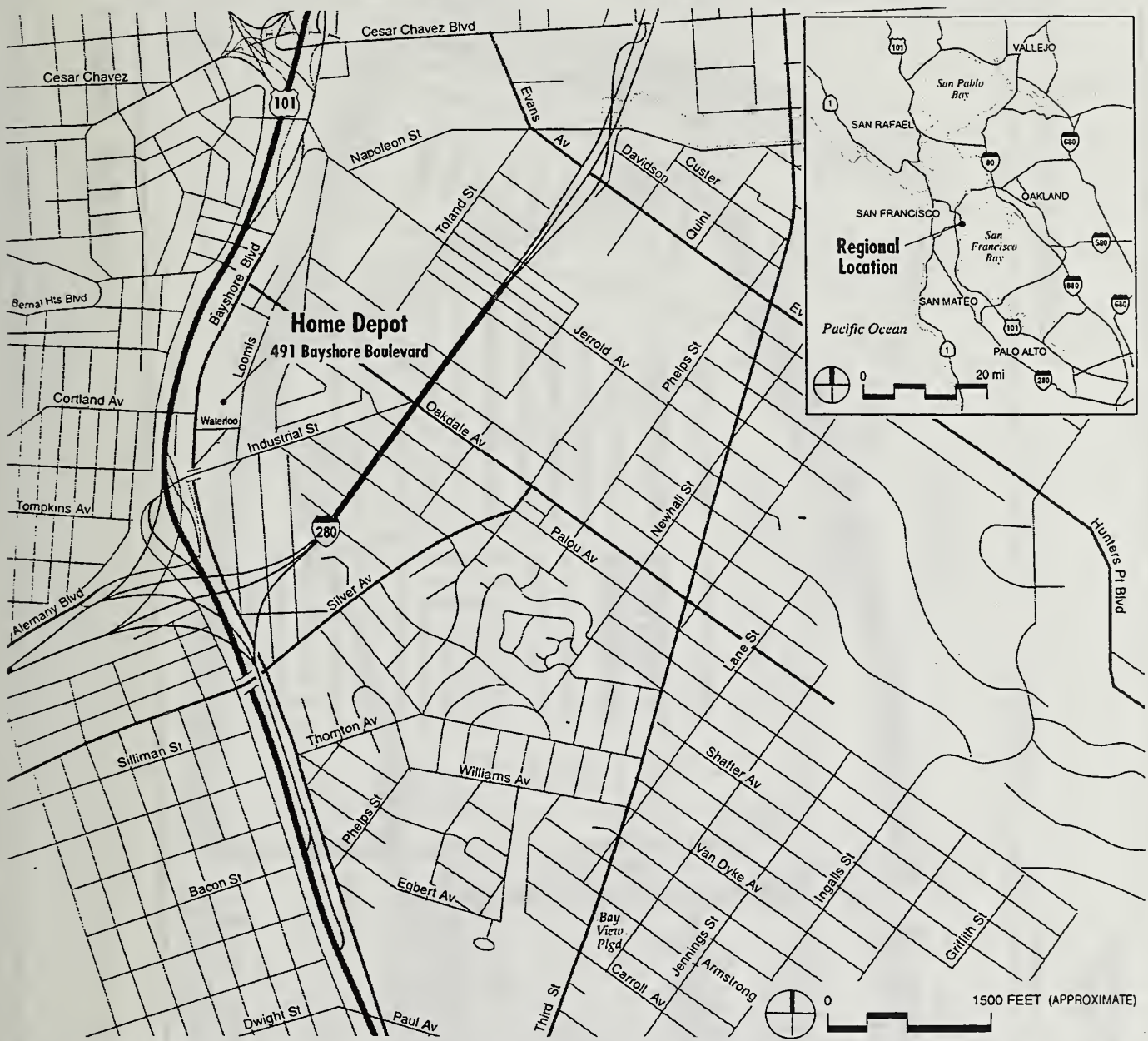
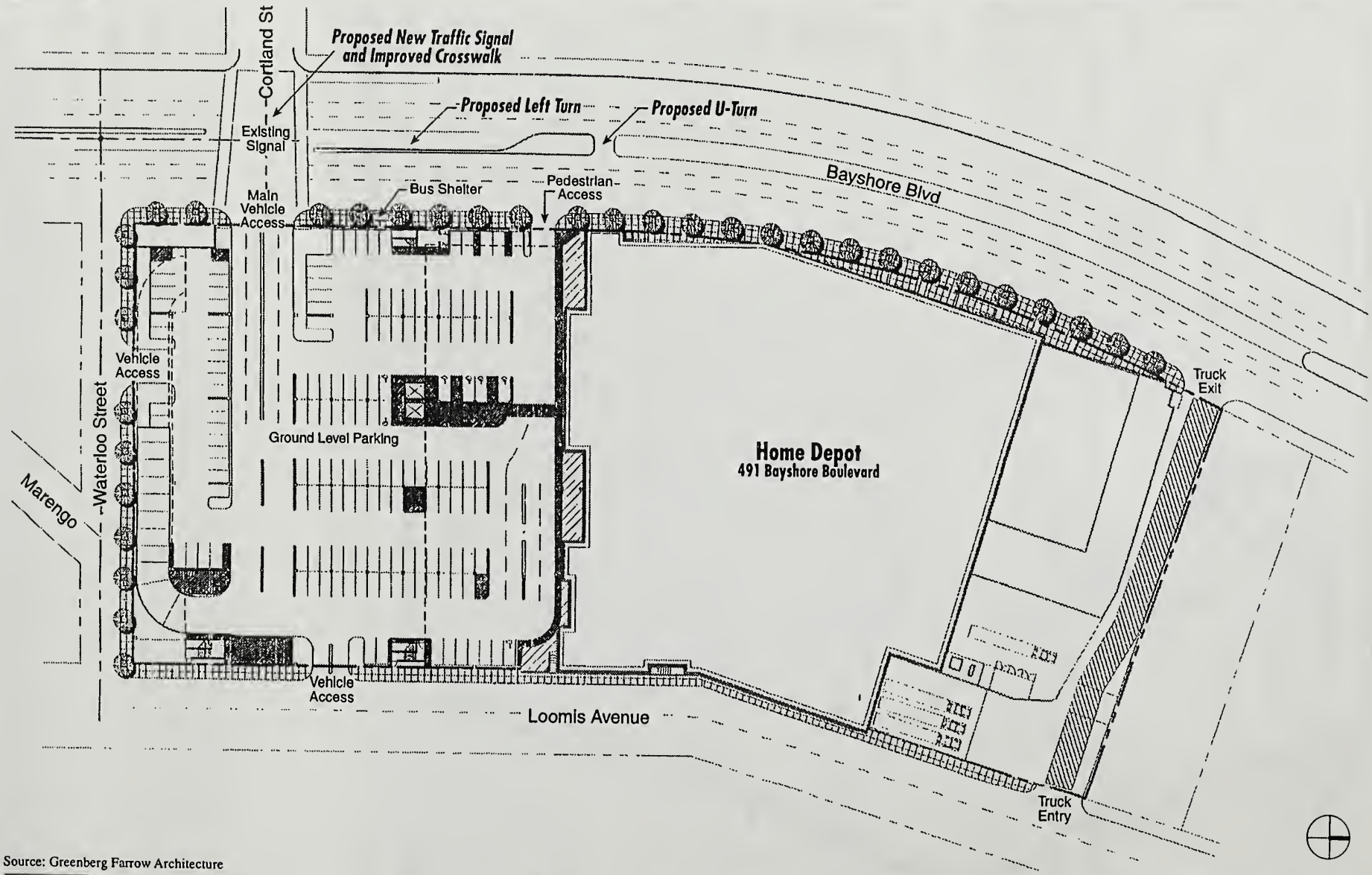
[1] A Preliminary Mitigated Negative Declaration was published on September 29, 2001 and appealed to the Planning Commission. Upon further analysis, the Planning Department determined that an Environmental Impact Report (EIR) was required. The issues raised in the appeals will be addressed in the EIR.



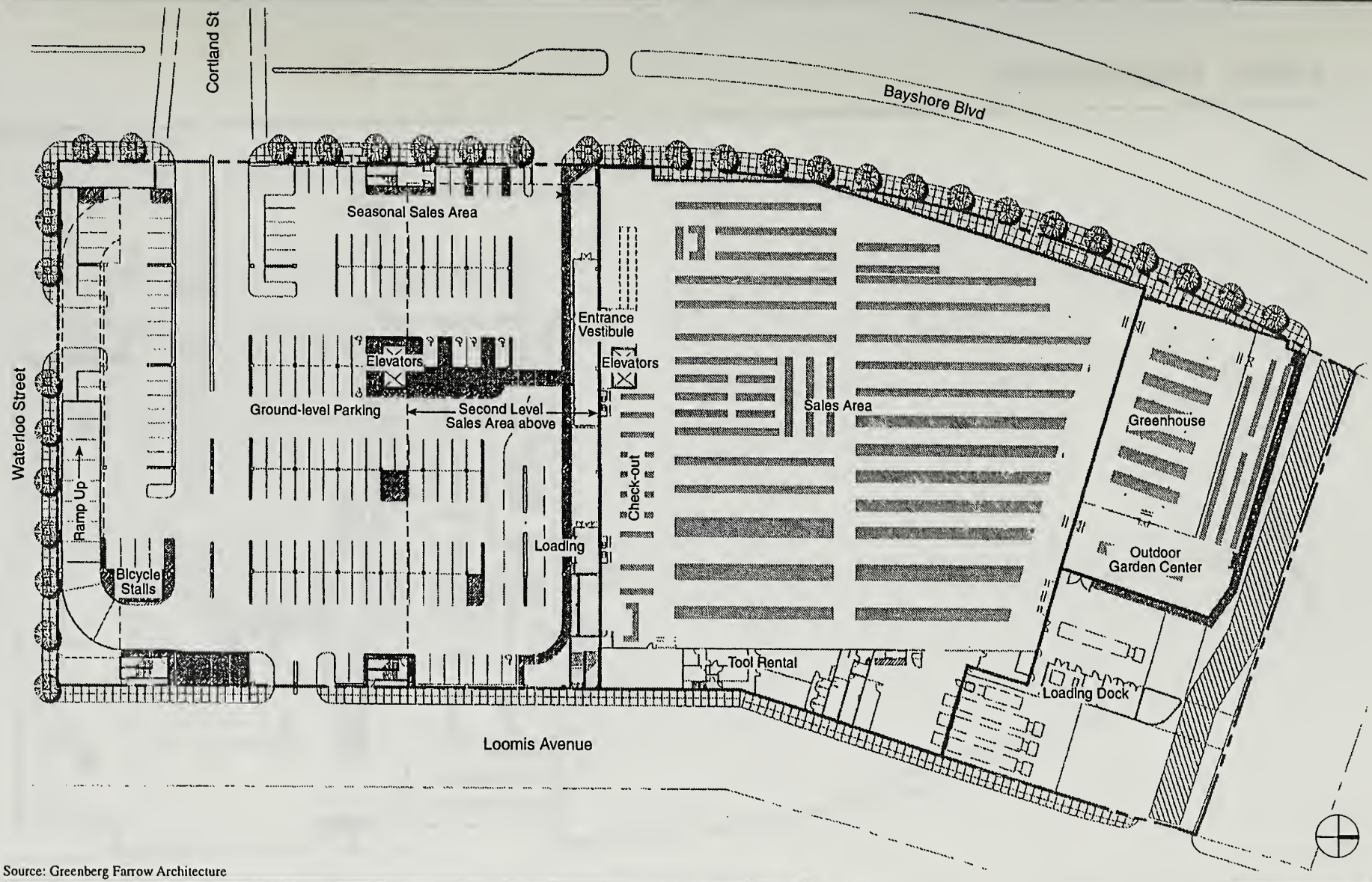
Source: During Associates

PROJECT LOCATION FIGURE 1



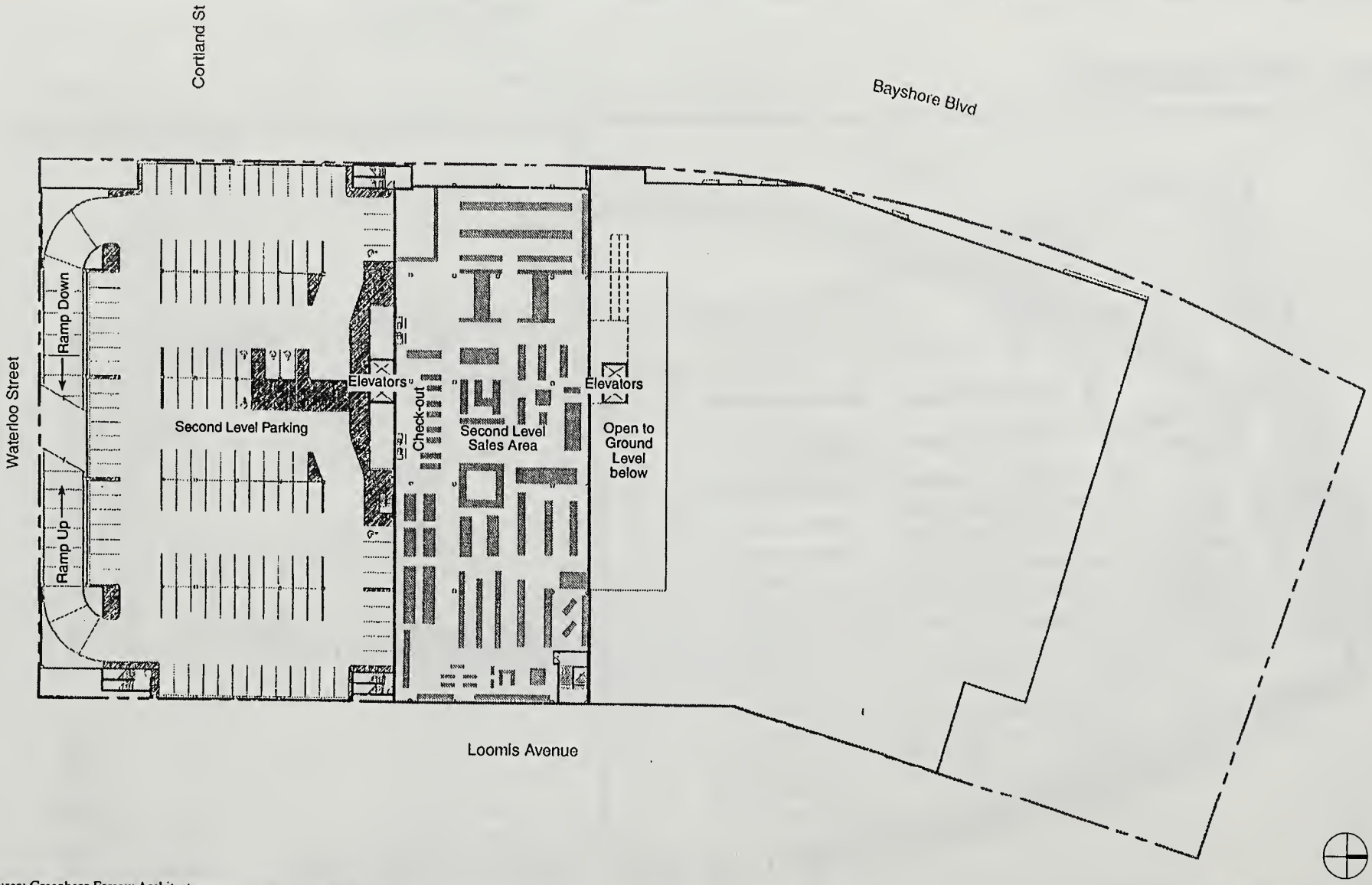
Source: Greenberg Farrow Architecture

SITE PLAN FIGURE 2



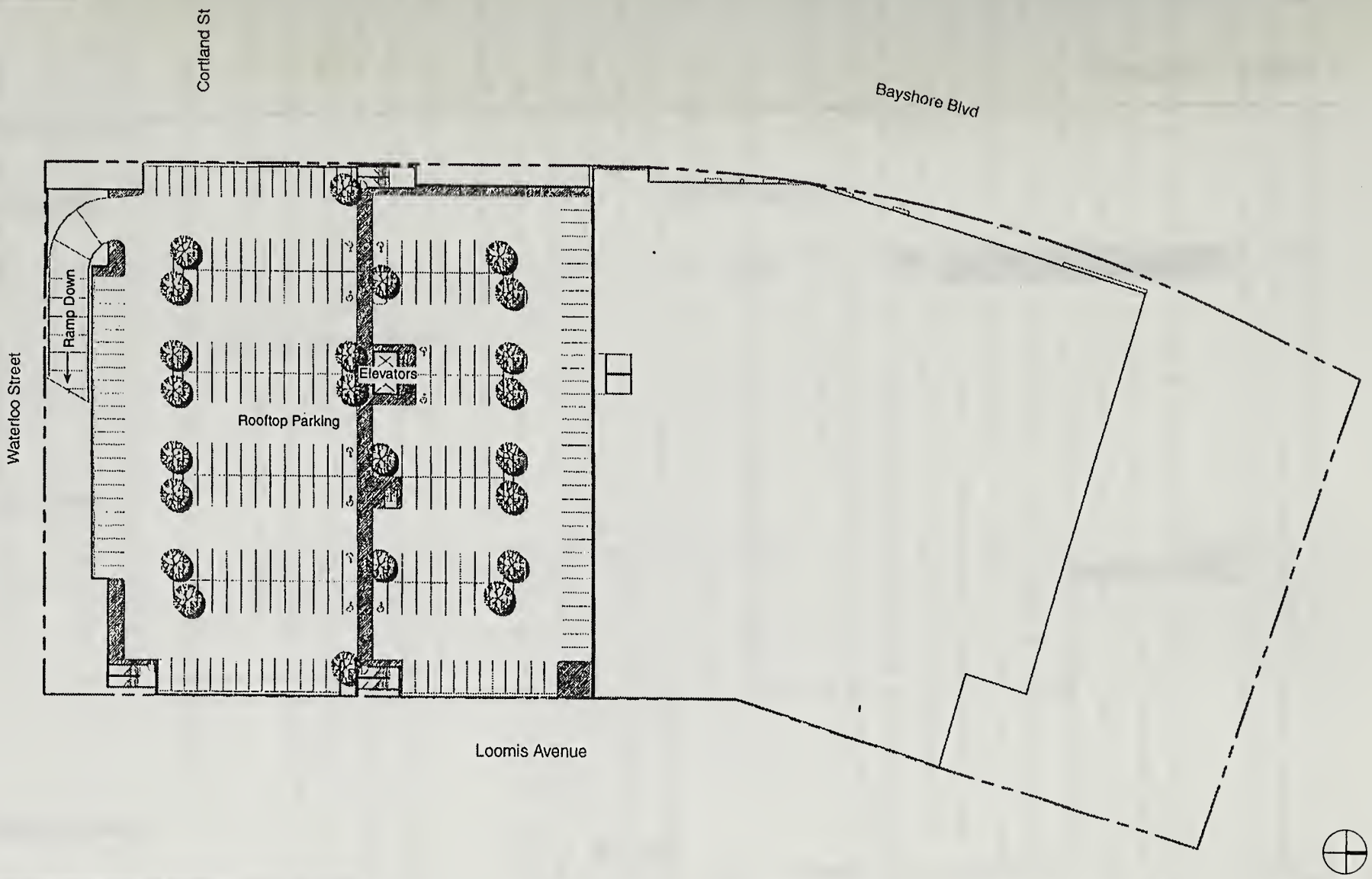
Source: Greenberg Farrow Architecture

GROUND LEVEL PLAN FIGURE 3



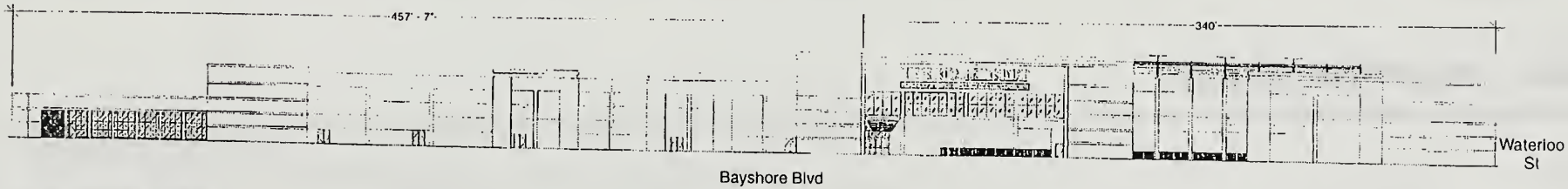
Source: Greenberg Farrow Architecture

SECOND LEVEL PLAN FIGURE 4

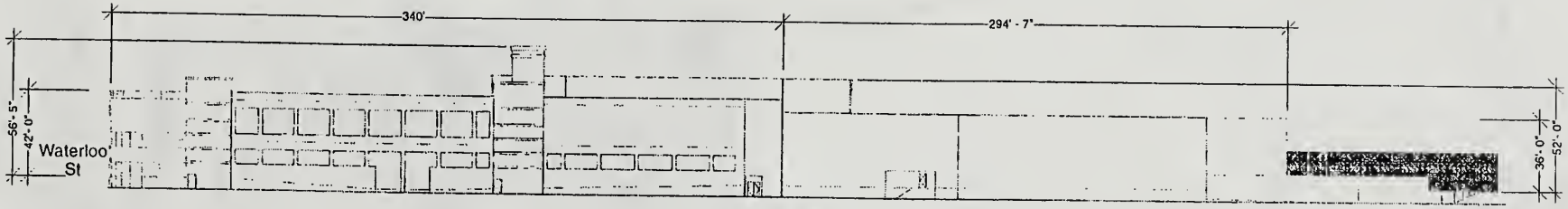


Source: Greenberg Farrow Architecture

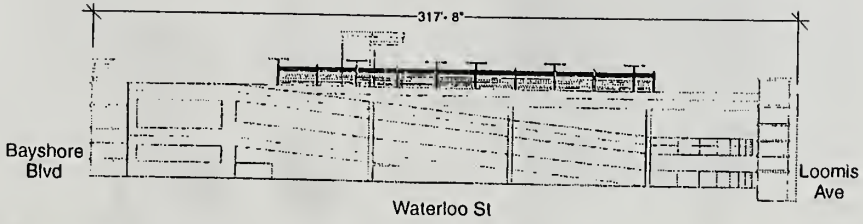
ROOFTOP PARKING PLAN FIGURE 5



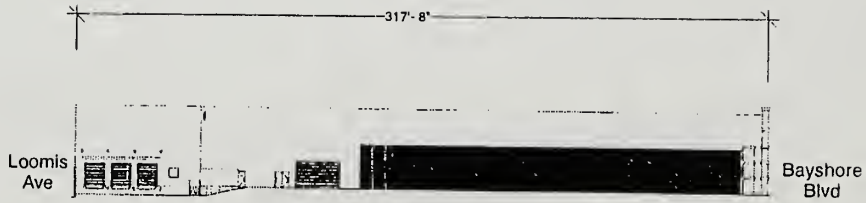
Boyshore Boulevard Elevation



Loomis Avenue Elevation



Woterloo Street Elevation



Gorden Center (North) Elevation

Source: Greenberg Farrow Architecture

ELEVATIONS FIGURE 6

The zoning on this block of Bayshore Boulevard, as well as within one block of the project site (i.e., within an area encompassing nine blocks, with the subject block at the center), is M-1. The nearest residential development is west of Bayshore Avenue and west of U.S. 101 in the Bernal Heights neighborhood, about three blocks from the project site.

The buildings in the general area range from one to two stories, large in mass/bulk, with a mix of commercial activity, both industrial and retail in character. Some of the uses located immediately adjacent to the project site include fast food, auto body repair, and warehouse. Bayshore Builder's, a building supply warehouse, is located to the south, across Waterloo Street. Several industrial-type businesses are located east of the property across Loomis Street. A Jack in the Box and various one-and two-story industrial buildings, home supply stores, and retail warehouses are located to the west side, across Bayshore Boulevard. In the vicinity of the project site, U.S. 101 has north and southbound off ramps at Silver Avenue, I-280 has on and off ramps west of Alemany Boulevard/Industrial Street. U.S. 101 and I-280 merge at Cesar Chavez Street just south of the project site at the Alemany interchange. Cortland Avenue is the principal street through Bernal Heights and serves to connect Mission Street and Bayshore Boulevard. The subject site is on the eastern edge of the Bernal Heights neighborhood but is considered to be in the Bayview/Hunter's Point District of San Francisco.

II. SUMMARY OF POTENTIAL ENVIRONMENTAL EFFECTS

A. EFFECTS FOUND TO BE POTENTIALLY SIGNIFICANT

The proposed Home Depot project at 491 Bayshore/196 Loomis Avenue, a retail home improvement and supply store, is examined in this Initial Study to identify potential effects on the environment. On the basis of this study, project-specific effects and cumulative impacts that relate to transportation and air quality have been determined to be potentially significant, and will be analyzed in an Environmental Impact Report (EIR). In addition, the EIR will provide additional discussion of land use and hazards for informational purposes, although the impacts are determined in this Initial Study to be less than significant.

B. EFFECTS FOUND NOT TO BE SIGNIFICANT

The following potential environmental effects were determined either to be less than significant or to be reduced to a less than significant level through mitigation measures included in the Initial Study and project. These items are discussed in Section III below, and require no further environmental analysis in the EIR: land use, population, visual quality and glare, shadow, wind, noise, utilities/public services, biology, geology/topography, water, energy/natural resources, lead paint and asbestos hazards, and cultural resources.

III. ENVIRONMENTAL EVALUATION CHECKLIST AND DISCUSSION

A. COMPATIBILITY WITH ZONING, PLANS AND POLICIES	N/A	Discussed
1. Discuss any variances, special authorizations, changes proposed to the City Planning Code or Zoning Map, if applicable.	☐	■
2. Discuss any conflicts with any other adopted environmental plans and goals of the City or Region, if applicable.	☐	■

The *San Francisco Planning Code*, which incorporates by reference the City's Zoning Maps, governs permitted uses, densities, and the configuration of buildings within San Francisco. Permits to construct new buildings (or to alter or demolish existing ones) may not be issued unless either the proposed project conforms to the *Code*, or an exception is granted pursuant to provisions of the *Code*. The project would not require any exceptions from the *City Planning Code.*

The project site is located in an M-1 (Light Industrial) zoning district in the Bayview Area. This site is also within a 65-J height and bulk district where heights up to 65 feet may be permitted. Bulk restrictions include a maximum building length of 250 feet and a maximum diagonal length of 300 feet. These restrictions would only apply if portions of the buildings exceeded 40 feet in height from the base of the buildings. The proposed new structures would be less than 40 feet in height, thus, the bulk restriction would not apply. The site is also within the Planning Commission's adopted Industrial Protection Zone (IPZ), and the proposed project would be a permitted use. Because the proposed development is not an office, housing and/or live/work, the mandatory discretionary review that is required under the IPZ resolution would not apply. The proposed construction of more than 148,000 square feet of retail space, if approved, would be subject to the application of the Jobs-Housing Linkage Program (Planning Code Section 313), which would require the project sponsor to construct affordable housing or to subsidize development of affordable housing by others.

Environmental plans and policies are those, like the *Bay Area Air Quality Plan*, that directly address environmental issues and/or contain targets or standards which must be met in order to preserve or improve characteristics of the City's physical environment. The EIR will address these plans and policies and note whether the proposed project would obviously or substantially conflict with them.

The City's *General Plan*, which provides general policies and objectives to guide land use decisions, contains some policies that relate to physical environmental issues. The current project would not obviously or substantially conflict with any such policy. In general, potential conflicts with the *General Plan* are considered by decision makers independently of the environmental review process, as part of the decision whether to approve or disapprove a proposed project. Any potential conflict not identified here could be considered in that context, and would not alter the physical environmental effects of the proposed project.

In November 1986, the voters of San Francisco approved *Proposition M, the Accountable Planning Initiative*, which added Section 101.1 to the *City Planning Code* to establish eight Priority Policies. These policies are: preservation and enhancement of neighborhood-serving retail uses; protection of neighborhood character; preservation and enhancement of affordable housing; discouragement of commuter automobiles; protection of industrial and service land uses from commercial office development and enhancement of resident employment and business ownership; maximization of earthquake preparedness; landmark and historic building preservation; and protection of open space. Prior to issuing a permit for any project that requires an Initial Study under CEQA, and prior to issuing a permit for any demolition, conversion, or change of use, and prior to taking any action which requires a finding of consistency with the *General Plan*, the City is required to find that the proposed project or legislation is consistent with the

Priority Policies. In reviewing the building permit and discretionary review applications for the proposed project, the Planning Department would evaluate the necessary findings of consistency with the Priority Policies.

The proposed project is in the San Francisco Redevelopment Agency's South Bayshore Survey Area. A Concept Plan for the area is in process and the project site is in a sub-area proposed for continued retail commercial use.

The Planning Commission must certify the EIR as a complete and accurate environmental document for the project prior to taking any approval actions. There are no specific approvals necessary for the project, however, the project may be subject to staff-initiated discretionary review by the Planning Commission. The relationship of the project to *Planning Code* requirements will be described in the EIR.

B. ENVIRONMENTAL EFFECTS

All items except Transportation/Circulation and Air Quality on the Initial Study Environmental Evaluation Checklist have been checked "No," indicating that, upon evaluation, staff has determined that the proposed project could not have a significant adverse environmental effect. For items where the conclusion is "To be Determined," the analysis will be included in the EIR. Several of the Checklist items have been checked "Discussed," indicating that the Initial Study text includes discussion about that particular issue. For all of the items checked "No" without a discussion, the conclusions regarding potential significant adverse environmental effects are based on field observation, staff experience and expertise on similar projects, and/or standard reference material available within the Planning Department such as the Department's *Transportation Guidelines for Environmental Review*, or the California Natural Diversity Data Base and maps, published by the California Department of Fish and Game. For each Checklist item, staff considered both the individual and cumulative impacts of the proposed project.

1. **Land Use** - Could the project:	Yes	No	Discussed
a. Disrupt or divide the physical arrangement of an established community?	☐	■	■
b. Have any substantial impact upon the existing character of the vicinity?	☐	■	■

The proposed use would be similar to some of the uses formerly existing at the site. Goodman's Lumber Company was a retail home improvement and building supply store that included an outdoor-garden center. Whole Earth Access was a retail store that sold home furnishings, appliances, books, computers, kitchen accessories and clothing. The proposed project would be a retail home improvement and supply store that includes an outdoor-garden center. The existing buildings on the site total approximately 107,000 sq.ft. and the new proposal would be about 153,100 sq.ft. The proposed project would be a larger development that would contain some of the previous uses on the site, and would increase the density of uses, number of customers and amount of vehicles on the site. The proposed project, however, would not essentially change the existing retail/light industrial character or physical arrangement

of the area. The use would be generally compatible with the mix of surrounding commercial and industrial uses in a dense urban area.

In conclusion, the proposed project would not result in significant adverse land use impacts. The EIR, however, will discuss land use issues for context and informational purposes.

	Yes	No	Discussed
2. **Visual Quality** - Could the project:			
a. Have a substantial, demonstrable negative aesthetic effect?	☐	■	■
b. Substantially degrade or obstruct any scenic view or vista now observed from public areas?	☐	■	■
c. Generate obtrusive light or glare substantially impacting other properties?	☐	■	■

The visual character of the site would change with the construction of the new buildings. The proposed 40-foot high buildings would be the largest along Bayshore Boulevard in the surrounding area. The project area has an industrial/commercial setting, and the proposed project would be similar in character to other buildings in the area.. The proposed buildings would also be similar in height to most other buildings in the immediate project area, but would be larger in bulk. The proposed project, however, would not have a substantial, demonstrable negative aesthetic effect within its urban commercial and light industrial setting. The EIR will address the design of the project in relation to the proposed Industrial Area Design Guidelines for the South Bayshore Area Plan.

There is no existing scenic view or vista visible from the project site or its vicinity; therefore, the proposed project would not block or degrade any existing or public scenic views or vistas. The nearest residential development is west of Bayshore Avenue in the Bernal Heights neighborhood. The neighborhood is situated on a hill, at a higher elevation, therefore, the proposed project would not be expected to block or significantly modify existing private views from residents in the Bernal Heights neighborhood. It would, however, at least partially block or modify existing private views from some other buildings near the site. Given the mixed-use urban nature of the project's setting, the potential blockage of private views would not be considered a significant effect within the context of CEQA.

The project would comply with Planning Commission Resolution 9212, which prohibits the use of mirrored or reflective glass. Thus, the project would not result in the production of additional obtrusive glare affecting other properties. The project would continue to emit relatively low levels of light, similar to those generated in the past by the existing structures, and would not substantially increase ambient light levels in the project area. An approximately 4½-foot tall wall with a 6-foot trellis containing screening plants would be constructed along the periphery of the roof to shield the glare of parked cars and headlights from the surrounding neighborhood. The lighting for the rooftop parking would be directed downward away from the residences on Bernal Heights. Project light and glare would not result in adverse effects on nearby residents or businesses.

Because of the size and location of the proposed project, the effects on visual quality would not be considered significant and will not be addressed in the EIR.

	Yes	No	Discussed
3. **Population** - Could the project:			
a. Induce substantial growth or concentration of population?	☐	■	■
b. Displace a large number of people (involving either housing or employment)?	☐	■	■
c. Create a substantial demand for additional housing in San Francisco, or substantially reduce the housing supply?	☐	■	■

The property has been vacant since August of 2000. Since the site is vacant, no job or housing displacement would occur with project implementation. It is expected that the proposed project would employ approximately 275 to 300 employees which would be drawn from the existing City and regional labor pool.[2] The project could generate as many as 2,500 to 3,000 shoppers per day, and would increase the concentration of people on the project site. While potentially noticeable to the immediately adjacent neighborhood, the anticipated increase of population on the site would not substantially increase the existing area-wide concentration of industrial activities or population, because the project area is a dense and populated urban area.

San Francisco's employment is projected to grow from about 535,000 employees to about 673,500 employees in 2015, an increase of 26 percent.[3] Therefore, project related employment growth would constitute about 0.2 percent of citywide employment growth by the year 2015. This potential increase in employment would be minimal in the context of the total employment in greater San Francisco.

An estimated 311,340 households resided in San Francisco in 1995. By 2015, San Francisco households are expected to increase by 32,309 households, a 10 percent increase.[4] Based on a nexus study prepared for the Jobs-Housing Linkage Program, the project would create a demand for about 85 dwelling units.[5] Housing demand in and of itself is not a physical environmental effect under CEQA. Nonetheless, under the current requirements of Section 313 of

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[2] Estimated employee figure provided by the project sponsor based on other store locations.

[3] Keyser Marston Associates, Inc., San Francisco Cumulative Growth Scenario: Final Technical Memorandum, prepared for the San Francisco Redevelopment Agency, March 30, 1998

[4] Keyer Marston Associates, Inc., cited in Note 1, above

[5] This method uses the estimated project-related increase in employment (approximately 250 new employees) multiplied by the fraction of San Francisco employees who live in the City (55%). This result, the approximate number of project-related employees who would live in the City (138), is divided by the average number of San Francisco workers in households where San Francisco workers reside (1.63). The estimated housing demand would be 85 units (250 x 0.55 / 1.63 = 85).

the *San Francisco Planning Code*, the project sponsor would be required to contribute to the affordable housing production in San Francisco, either by directly constructing housing units or by paying an in-lieu fee. Complying with the Jobs-Housing Linkage Program is the manner in which San Francisco typically addresses housing demand effects from individual development projects. Based on the above analysis, population and housing effects of the proposed project would not be a significant effect and will not be discussed in the EIR.

	Yes	No	Discussed
4. **Transportation/Circulation** - Could the project:			
a. Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system?	To be Determined		
b. Interfere with existing transportation systems, causing substantial alterations to circulation patterns or major traffic hazards?	To be Determined		
c. Cause a substantial increase in transit demand which cannot be accommodated by existing or proposed transit capacity?	To be Determined		
d. Cause a substantial increase in parking demand which cannot be accommodated by existing parking facilities?	To be Determined		

The proposed project would include 550 parking spaces in a three-level parking garage for customers and employees. The increase in employees and customers on the project site would result in increased demands on the local transportation system, including increased traffic, transit demand, and parking demand. A Transportation Study will be conducted by a transportation consultant under the supervision of the Planning Department. The study will address the impacts of the proposed project on traffic and vehicular circulation, intersection operations, transit, pedestrian circulation, bicycling, parking, and freight loading during project construction and occupancy. The analysis will take into account the project's contribution to cumulative traffic impacts.

	Yes	No	Discussed
5. **Noise** - Could the project:			
a. Increase substantially the ambient noise levels for adjoining areas?	☐	■	■
b. Violate Title 24 Noise Insulation Standards, if applicable?	☐	■	■
c. Be substantially impacted by existing noise levels?	☐	■	■

Ambient noise levels in the vicinity of the project are typical of noise levels in industrial neighborhoods in San Francisco, which are dominated by vehicular traffic, including trucks, cars, MUNI buses, emergency vehicles, new construction in the area, and industrial activities. An emergency propane generator is proposed in an enclosed area on the project site. The generator would be in-line with the transformers and would not be expected to exceed current noise levels. The project would generate noise from vehicles arriving and departing from the parking structure and trucks making deliveries to the project site. In addition, there would be noise emanating from the outdoor garden center. Project generated noise, however, would be similar to the existing noise environment, which

is generally accepted in urban areas. Title 24 Noise Insulation Standards of the California Government Code pertain to residential use and are not applicable to the project.

The noise generated by occupancy of the proposed project would not be considered a significant impact of the proposed project and will not be discussed in the EIR.

Construction Noise

Construction-related activities would typically occur Monday through Friday from 6:00 A.M. to 5:00 P.M. It is anticipated that construction activities may occur on weekends or extended hours on weekdays if necessary. The construction period would last approximately 14 to 18 months. Building construction would require pile driving, temporarily increasing noise in the site vicinity. Noise levels at receptors near the project site would depend on their distance from the source and on the presence of noise barriers. To mitigate any impacts associated with noise generated from pile driving, the project would comply with regulations set forth in the San Francisco Noise Ordinance (Article 29 of the *San Francisco Police Code*). The Noise Ordinance requires that construction work be conducted in the following manner: 1) noise levels of construction equipment, other than impact tools, must not exceed 80 decibels (dBA; a unit of measure for sound - "A" denotes the A-weighted scale, which simulates the response of the human ear to various frequencies of sound) at a distance of 100 feet from the source (the equipment generating the noise); 2) impact tools must have intake and exhaust mufflers that are approved by the Director of the Department of Public Works to best accomplish maximum noise reduction; and 3) if the noise from the construction work would exceed the ambient noise levels at the site property line by 5 dBA, the work must not be conducted between 8:00 P.M. and 7:00 A.M., unless the Director of the Department of Public Works authorizes a special permit for conducting the work during that period. During the construction period for the proposed project, construction noise and possibly vibration could be considered an annoyance by occupants of the nearby properties.

The Department of Building Inspection (DBI) is responsible for enforcing the Noise Ordinance for private construction projects during normal business hours (8:00 A.M. to 5:00 P.M.) . The Police Department is responsible for enforcing the Noise Ordinance during all other hours. The increase in noise in the project area during project construction would not be considered a significant impact of the proposed project because the construction noise would be temporary, intermittent, and restricted in occurrence and level, as the contractor would be obliged to comply with the City's Noise Ordinance.

Because project construction noise would be temporary and intermittent and thus would not be considered significant, construction noise requires no further analysis and will not be addressed in the EIR.

Traffic Noise

Generally, traffic must double in volume to produce a noticeable increase in noise levels. The project would not cause a doubling in traffic volumes in the project area, and therefore would not cause a noticeable increase in the ambient noise level in the project vicinity. Thus, traffic noise will not be discussed in the EIR.

		Yes	No	Discussed
6.	**Air Quality/Climate** - Could the project:			
	a. Violate any ambient air quality standard or contribute substantially to an existing or projected air quality violation?	To be Determined		
	b. Expose sensitive receptors to substantial pollutant concentrations?	To be Determined		
	c. Permeate its vicinity with objectionable odors?	☐	■	■
	d. Alter wind, moisture or temperature (including sun shading effects) so as to substantially affect public areas, or change the climate either in the community or region?	☐	■	☐

Air Quality

The Bay Area Air Quality Management District (BAAQMD) has identified size thresholds for various land uses, which, based on default assumptions, would result in mobile source emissions exceeding the District's threshold of significance for nitrogen oxides (NO_x).[6] The District recommends more detailed analysis for any project whose size is near or exceeds the threshold of 80 pounds per day for ROG (reactive organic gases), Nox (nitrogen oxides) or PM10 (fine particulate matter). The equivalent threshold for CO (carbon monoxide) is 550 pounds. The proposed project could exceed the District's threshold. Therefore, air quality impacts, including project construction and local and regional impacts of project operation, will be analyzed in the EIR.

Odors

The proposed project would be retail home improvement and supply store, and would not contain products or generate uses that would permeate its vicinity with objectionable odors.

Shadow

The new buildings would shade adjacent properties but would not increase the total amount of shading in the neighborhood above levels that are common and generally accepted in urban areas. Therefore, shadowing from the proposed project is not considered to be a significant adverse impact on the City's environment. Section 295 of the *City Planning Code* was adopted in response to Proposition K (passed in November 1984) in order to protect certain public open spaces from shadowing by new structures during the period between one hour after sunrise and one hour before sunset, year round. Section 295 would not apply, because the new proposed structures would not exceed 40 feet in height.

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[6] Bay Area Air Quality Management District, *BAAQMD CEQA Guidelines, Assessing the Air Quality Impacts of Projects and Plans*, April 1996, Revised December 1999.

	Yes	No	Discussed
7. **Utilities/Public Services** - Could the project:			
a. Breach published national, state or local standards relating to solid waste or litter control?	☐	■	☐
b. Extend a sewer trunk line with capacity to serve new development?	☐	■	☐
c. Substantially increase demand for schools, recreation or other public facilities?	☐	■	☐
d. Require major expansion of power, water, or communications facilities?	☐	■	■

The proposed project would increase demand for and use of public services and utilities on the site, but not in excess of amounts expected and provided for in this area. San Francisco consumers have recently experienced rising energy costs and uncertainties regarding the supply of electricity. The root causes of these conditions are under investigation and are the subject of much debate. Part of the problem may be that the State does not generate sufficient energy to meet its demand and must import energy from outside sources. Another part of the problem may be the lack of cost controls as a result of deregulation. The California Energy Commission (CEC) is currently considering applications for the development of new power-generating facilities in San Francisco, the Bay Area, and elsewhere in the State. These facilities could supply additional energy to the power supply "grid" within the next few years. These efforts, together with conservation, will be part of the statewide effort to achieve energy sufficiency. The project-generated demand for electricity would be negligible in the context of overall demand within San Francisco and the State, and would not in and of itself require a major expansion of power facilities. Therefore, the energy demand associated with the proposed project would not result in a significant physical environmental effect.

In conclusion, the proposed project would not result in significant adverse impacts on public services and utilities. Therefore, the EIR will not discuss public services and utilities.

	Yes	No	Discussed
8. **Biology** - Could the project:			
a. Substantially affect a rare or endangered species of animal or plant, or the habitat of the species?	☐	■	■
b. Substantially diminish habitat for fish, wildlife or plants, or interfere substantially with the movement of any resident or migratory fish or wildlife species?	☐	■	■
c. Require removal of substantial numbers of mature, scenic trees?	☐	■	☐

The site is within a developed area of the City, and does not provide habitat for any rare or endangered plant or animal species. No other important biological resources are likely since the site has been disturbed by humans for

many years. No trees would be removed. In conclusion, the proposed project would not result in significant adverse impacts on biology. Therefore, the EIR will not discuss biology.

	Yes	No	Discussed
9. **Geology/Topography** - Could the project:			
a. Expose people or structures to major geologic hazards (slides, subsidence, erosion and liquefaction)?	☐	■	■
b. Change substantially the topography or any unique geologic or physical features of the site?	☐	■	☐

The project site is in a Special Geologic Study Area as shown in Map 3 in the Community Safety Element of the *San Francisco General Plan.* This map indicates areas in which one or more geologic hazards exist. The project sponsor has provided a geotechnical investigation report prepared by a California-licensed geotechnical engineer (Geotechnical Professionals, Inc. [GPI], October 18, 2001) that is on file with the Planning Department and available for public review as part of the project file. The recommendations contained in the report include but are not limited to:

- The site soil profile encountered 9 to 22 feet of uncompacted and undocumented fills. The Home Depot building and parking garage should be supported on precast, prestressed, concrete piles which derive their support from friction and end-bearing in the dense and stiff soils underlying the site.
- The seven feet of fill required to raise the grades along the eastern portion of the site would experience about 14 inches of settlement over thirty years. Access to the structure on the east side would require a transition or hinged slab to allow for the anticipated long term settlement.
- The long term settlement caused by additional fill placement should be considered when designing and installing below slab utilities and utilities transitioning from outside to inside the building.
- In areas where the grades are not being raised and the bay mud deposits are thin, access to and from the site along the west side would not require a transition structure (i.e. hinged slab).
- Since the structures should be pile supported, further mitigation of the buildings to resist liquefaction of the materials would not be needed.
- The depth to a suitable bearing layer for the piles should vary from 30 to 115 feet below grade.
- Due to the densification of the fills under the site, there is a potential for subsidence of paved areas and utilities not supported on pile foundations. To help mitigate some of the settlements, the near surface soilds should be proofrolled with a heavy vibratory roller.
- Since groundwater was encountered at a depth of 9 to 14 feet, deep excavations, such as for utility installation, will encounter soft and wet soils and may require dewatering.
- Positive surface gradients should be provided adjacent to all structures so as to direct surface water runoff and roof drainage away from foundations and slabs toward suitable discharge facilities. Planters adjacent

to the structures should be avoided. If required, such planters should be lined and provided with subsurface drainage to collect excess irrigation water. Long term ponding of surface water should not be allowed on pavements or adjacent to buildings.

- Since it was not possible to perform geotechnical explorations at several locations on the site due to the existing buildings, completion of the planned explorations should be done when the demolition of the existing buildings is complete.

The geotechnical report found the site suitable for development providing that the recommendations included in the report were incorporated into the design and construction of the proposed development. The sponsor has agreed to follow the recommendations of the report in constructing the project.

Any groundwater encountered during construction of the proposed project would be subject to requirements of the City's Industrial Waste Ordinance (Ordinance Number 199-77), requiring that groundwater meet specified water quality standards before it may be discharged into the sewer system. The Bureau of Systems Planning, Environment and Compliance of the S.F. Public Utilities Commission must be notified of projects necessitating dewatering, and may require water analysis before discharge. Should dewatering be necessary, the final soils report would address the potential settlement and subsidence impacts of this dewatering. Based upon this discussion, the report would contain a determination as to whether or not a lateral movement and settlement survey should be done to monitor any movement or settlement of surrounding buildings and adjacent streets. If a monitoring survey is recommended, the Department of Public Works would require that a Special Inspector (as defined in Article 3 of the *Building Code*) be retained by the project sponsor to perform this monitoring.

Groundwater observation wells would be installed to monitor potential settlement and subsidence. If, in the judgment of the Special Inspector, unacceptable movement were to occur during dewatering, groundwater recharge would be used to halt this settlement. Costs for the survey and any necessary repairs to service lines under the street would be borne by the project sponsor.

The final building plans would be reviewed by the Department of Building Inspection (DBI). In reviewing building plans, the DBI refers to a variety of information sources to determine existing hazards and assess requirements for mitigation. Sources reviewed include maps of Special Geologic Study Areas and known landslide areas in San Francisco as well as the building inspectors' working knowledge of areas of special geologic concern. The above referenced geotechnical investigation would be available for use by the DBI during its review of building permits for the site. Also, DBI could require that additional site-specific soils report(s) be prepared in conjunction with permit applications, as needed. Therefore, potential damage to structures from geologic hazards on a project site would be mitigated through the DBI review of the building permit application pursuant to DBI implementation of the *Building Code*. The EIR will not address geology and soils.

	Yes	No	Discussed
10. **Water** - Could the project:			
a. Substantially degrade water quality, or contaminate a public water supply?	☐	■	■
b. Substantially degrade or deplete groundwater resources, or interfere substantially with groundwater recharge?	☐	■	■
c. Cause substantial flooding, erosion or siltation?	☐	■	☐

Records indicate that a 550-gallon-gasoline underground storage tank (UST) was removed in May of 1990 under the requirement of San Francisco Department of Public Health, Local Oversight Program (DPH-LOP) and Department of Fire Prevention. Two- 4,000-gallon-USTs were also removed from the site in February of 1999 under the requirements of DPH and the BAAQMD.

Soil results from the removal of the 550-gallon-gasoline-UST found total petroleum hydrocarbons as gasoline (TPH-G), benzene, toluene, ethylbenzene and xylenes (BTEX). Soil samples collected from the bottom of the excavation for the two former 4,000-gallon-USTs found TPH-G, BTEX, methyl-tert-butyl-ether (MTBE) and total lead (Pb). Groundwater samples were also taken and reveal TPH-G, BTEX, and MTBE. The Department of Public Health Local Oversight Program requested a work plan addressing the groundwater contamination, specifically requesting at least one groundwater-monitoring well to be installed within 10 feet of the former excavation of the two 4,000-gallon-USTs and quarterly monitoring of the well for a period of one year. According to the DPH-LOP, the first three quarterly monitoring sets of results for the groundwater sample from the monitoring well were negative (there were no elevated concentrations of contaminates).

The proposed project would not affect groundwater resources and would not interfere with groundwater recharge.

In conclusion, the proposed project would not result in significant adverse impacts on surface water or groundwater quality. Therefore, the EIR will not discuss water.

	Yes	No	Discussed
11. **Energy/Natural Resources** - Could the project:			
a. Encourage activities which result in the use of large amounts of fuel, water, or energy, or use these in a wasteful manner?	☐	■	■
b. Have a substantial effect on the potential use, extraction, or depletion of a natural resource?	☐	■	☐

The Department of Building Inspection requires that new buildings in San Francisco conform to energy conservation standards specified by Title 24 of the *California Code of Regulations*. Documentation showing compliance with these standards is submitted with the application for the building permit. Title 24 is enforced by the Department of

Building Inspection. No substantial environmental effects are expected from the proposed project, and energy consumption will not be discussed in the EIR.

	Yes	No	Discussed
12. **Hazards** - Could the project:			
a. Create a potential public health hazard or involve the use, production or disposal of materials which pose a hazard to people or animal or plant populations in the area affected?	☐	■	■
b. Interfere with emergency response plans or emergency evacuation plans?	☐	■	☐
c. Create a potentially substantial fire hazard?	☐	■	☐

A Phase I Environmental Site Assessment (ESA) of the project site was conducted by an independent consultant (Stechmann Geoscience, Inc. (SGI), March 20, 2001). The Phase I ESA was conducted to identify possible environmental concerns related to on-site or nearby chemical use, storage, handling, spillage, and/or on-site disposal, with particular focus on potential degradation of soil and groundwater quality. A Phase II investigation was also conducted by SGI in April 2001 to assess petroleum hydrocarbons and heavy metals in the soil. A copy of the Phase I and Phase II ESA is available for review as part of the project file at the Planning Department, 1660 Mission Street.

The potential for effects of the hazardous materials on the site will be discussed in the EIR for informational purposes.

The Maher Ordinance is a San Francisco Regulation which requires certain environmental actions for various sites but those primarily "Bayward of the high-tide line". The site is not within the limits of the ordinance, however, the project site is underlain by bay mud deposits to depths of 20 to 92 feet and may have been part of the original bay.

Asbestos

The existing buildings on the project site were constructed in the 1950s and 1960s, a period of time when asbestos was used in buildings. Asbestos materials may be found within the existing structures on site which are proposed to be demolished as part of the project. Section 19827.5 of the California Health and Safety Code, adopted January 1, 1991, requires that local agencies not issue demolition or alteration permits until an applicant has demonstrated compliance with notification requirements under applicable Federal regulations regarding hazardous air pollutants, including asbestos. The Bay Area Air Quality Management District (BAAQMD) is vested by the California legislature with authority to regulate airborne pollutants, including asbestos, through both inspection and law enforcement, and is to be notified ten days in advance of any proposed demolition or abatement work.

Notification includes the names and addresses of operations and persons responsible; description and location of the structure to be demolished/altered including size, age and prior use, and the approximate amount of friable asbestos; scheduled starting and completion dates of demolition or abatement; nature of planned work and methods to be

employed; procedures to be employed to meet BAAQMD requirements; and the name and location of the waste disposal site to be used. The District randomly inspects asbestos removal operations. In addition, the District will inspect any removal operation concerning which a complaint has been received.

The local office of the State Occupational Safety and Health Administration (OSHA) must be notified of asbestos abatement to be carried out. Asbestos abatement contractors must follow state regulations contained in 8CCR1529 and 8CCR341.6 through 341.14 where there is asbestos-related work involving 100 square feet or more of asbestos containing material. Asbestos removal contractors must be certified as such by the Contractors Licensing Board of the State of California. The owner of the property where abatement is to occur must have a Hazardous Waste Generator Number assigned by and registered with the Office of the California Department of Health Services in Sacramento. The contractor and hauler of the material is required to file a Hazardous Waste Manifest which details the hauling of the material from the site and the disposal of it. Pursuant to California law, the Department of Building Inspection (DBI) would not issue the required permit until the applicant has complied with the notice requirements described above.

These regulations and procedures, already established as a part of the permit review process, would insure that any potential impacts due to asbestos would be reduced to a level of insignificance.

Lead-based paint

Lead paint may be found in the existing buildings, constructed in the 1950s and 1960s, and proposed for demolition as part of the project. Demolition must comply with Chapter 36 of the San Francisco Building Code, Work Practices for Exterior Lead-Based Paint. Where there is any work that may disturb or remove lead paint on the exterior of any building built prior to December 31, 1978, Chapter 36 requires specific notification and work standards, and identifies prohibited work methods and penalties.

Chapter 36 applies to buildings or steel structures on which original construction was completed prior to 1979 (which are assumed to have lead-based paint on their surfaces), where more than ten total square feet of lead-based paint would be disturbed or removed. The ordinance contains performance standards, including establishment of containment barriers, at least as effective at protecting human health and the environment as those in the HUD Guidelines (the most recent Guidelines for Evaluation and Control of Lead-Based Paint Hazards) and identifies prohibited practices that may not be used in disturbance or removal of lead-based paint. Any person performing work subject to the ordinance shall make all reasonable efforts to prevent migration of lead paint contaminants beyond containment barriers during the course of the work, and any person performing regulated work shall make all reasonable efforts to remove all visible lead paint contaminants from all regulated areas of the property prior to completion of the work.

The ordinance also includes notification requirements, contents of notice, and requirements for signs. Notification includes notifying bidders for the work of any paint-inspection reports verifying the presence or absence of lead-based paint in the regulated area of the proposed project. Prior to commencement of work, the responsible party

must provide written notice to the Director of the Department of Building Inspection, of the location of the project; the nature and approximate square footage of the painted surface being disturbed and/or removed; anticipated job start and completion dates for the work; whether the responsible party has reason to know or presume that lead-based paint is present; whether the building is residential or nonresidential, owner-occupied or rental property, approximate number of dwelling units, if any; the dates by which the responsible party has or will fulfill any tenant or adjacent property notification requirements; and the name, address, telephone number, and pager number of the party who will perform the work. (Further notice requirements include Sign When Containment is Required, Notice by Landlord, Required Notice to Tenants, Availability of Pamphlet related to protection from lead in the home, Notice by Contractor, Early Commencement of Work [by Owner, Requested by Tenant], and Notice of Lead Contaminated Dust or Soil, if applicable.) The ordinance contains provisions regarding inspection and sampling for compliance by DBI, and enforcement, and describes penalties for non-compliance with the requirements of the ordinance.

These regulations and procedures by the *San Francisco Building Code* would ensure that potential impacts of demolition, due to lead-based paint, would be reduced to a level of insignificance.

The presence of asbestos and lead paint on the project site would not be considered potentially significant impacts. The EIR will address the potential sources of hazardous substances as a result of activities on and off the site that may have involved handling, storage, or disposal of hazardous substances that could affect the quality of soils or groundwater. A Site Mitigation Plan and a Soil Management Plan prepared to safely remediate the site will also be discussed in the EIR.

Fire Safety

San Francisco ensures fire safety primarily through provisions of the *Building Code* and the *Fire Code.* Existing buildings are required to meet standards contained in these codes. The proposed project would conform to these standards, which (depending on building type) may also include development of an emergency procedure manual and an exit drill plan. In this way, potential fire hazards (including those associated with hillside development, hydrant water pressure, and emergency access) would be mitigated during the permit review process. The environmental effects of the proposed project would not be expected to interfere with emergency response times in the area.

	Yes	No	Discussed
13. **Cultural** - Could the project:			
a. Disrupt or adversely affect a prehistoric or historic archaeological site or a property of historic or cultural significance to a community, ethnic or social group; or a paleontological site except as a part of a scientific study?	☐	■	☐
b. Conflict with established recreational, educational, religious or scientific uses of the area?	☐	■	☐

	Yes	No	Discussed
c. Conflict with the preservation of buildings subject to the provisions of Article 10 or (proposed) Article 11 of the City Planning Code?	☐	■	■

The existing structures on the site are not of historic architectural merit because they are standard industrial buildings built in the last fifty years and were not designed by significant architects. Therefore, there would be no effect on historic architectural resources. Development of the site would require excavations of approximately 8,500 cubic yards of soil for footings and foundation. The foundation system would include pile driving.

Factors considered in order to determine the potential for encountering archaeological resources include location, depth and amount of excavation proposed, as well as any existing information about known resources in the area. The project site is in an area where no significant archaeological resources have been identified, and where some previous site-disturbance may have taken place (for street grading and for construction of former buildings). Since the project would not involve extensive excavation, the project would be unlikely to disturb subsurface cultural resources, historic, or prehistoric, should such resources exist on or near the project site. Nonetheless, the excavation and foundation design proposed as part of the project may impact unknown subsurface features/resources. For this reason, the project sponsor has agreed to implement Mitigation Measure 1, to avoid adverse effects on historic resources. The proposed project would not have any significant impact on architectural or historical resources and will not be discussed further in the EIR.

	Yes	No	Discussed
C. OTHER			
Require approval and/or permits from City Departments other than the Planning Department or Department of Building Inspection or from Regional, State or Federal Agencies?	☐	■	■

The proposed project is consistent with all applicable zoning controls; however, the project may be subject to staff-initiated discretionary review by the Planning Commission. The improvements to the traffic signals, pedestrian crosswalks, the median, and southbound left-turn traffic at Bayshore Boulevard and Cortland Avenue are subject to review by the Interdepartmental Staff Committee on Traffic and Transportation.

In response to a September 21, 2001 Preliminary Mitigated Negative Declaration for the project, concerns were expressed regarding the proposed use, use size, air quality and traffic impacts. These issues will be addressed in the EIR.

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D. MITIGATION MEASURES PROPOSED AS PART OF THE PROJECT

	Yes	No	N/A	Discussed
1. Could the project have significant effect if mitigation measures are not included in the project?	■	□	□	■
2. Are all mitigation measures necessary to eliminate significant effects included in the project?	■	□	□	■

The following mitigation measures are related to topics determined to require no further analysis in the EIR. The EIR will contain a Mitigation Measures chapter which describes these measures and includes other measures which would or could be adopted to reduce potential adverse effects of the project will be identified in the EIR.

The project sponsor has agreed to implement the following mitigation measures:

Mitigation Measure 1

Cultural Resources: Should evidence of archaeological resources of potential significance be found during ground disturbance, the project sponsor would immediately notify the Environmental Review Officer (ERO) and would suspend any excavation which the ERO determined could damage such archaeological resources. Excavation or construction activities which might damage discovered cultural resources would be suspended for a total maximum of four weeks over the course of construction.

After notifying the ERO, the project sponsor would select an archaeologist to assist the Office of Environmental Review in determining the significance of the find. The archaeologist would prepare a draft report containing an assessment of the potential significance of the find and recommendations for what measures should be implemented to minimize potential effects on archaeological resources. Based on this report, the ERO would recommend specific additional mitigation measures to be implemented by the project sponsor.

Mitigation measures might include a site security program, additional on-site investigations by the archaeologist, and/or documentation, preservation, and recovery of cultural materials. Finally, the archaeologist would prepare a draft report documenting the cultural resources that were discovered, an evaluation as to their significance, and a description as to how any archaeological testing, exploration and/or recovery program was conducted.

Copies of all draft reports prepared according to this mitigation measure would be sent first and directly to the ERO for review. Following approval by the ERO, copies of the final report(s) would be sent by the archaeologist directly to the President of the Landmarks Preservation Advisory Board and the California Archaeological Site Survey Northwest Information Center. Three copies of the final archaeology report(s) shall be submitted to the Office of Environmental Review, accompanied by copies of the transmittals documenting its distribution to the President of the Landmarks Preservation Advisory Board and the California Archaeological Site Survey Northwest Information Center.

E. ALTERNATIVES

Alternatives to the proposed project will be defined further and described in the EIR. At a minimum, the alternatives analyzed in the EIR will include the following:

1. A No Project Alternative in which the project site would remain in its existing condition, with two vacant commercial buildings.
2. A Variant No Project Alternative in which the two existing buildings on site would be reused as permitted by zoning with no discretionary approvals.
3. A Smaller Alternative, in which the proposed uses would be at a lower level of intensity.

F. MANDATORY FINDINGS OF SIGNIFICANCE

	Yes	No	Discussed
1. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or pre-history?	☐	■	☐
2. Does the project have the potential to achieve short-term, to the disadvantage of long-term, environmental goals?	☐	■	☐
3. Does the project have possible environmental effects which are individually limited, but cumulatively considerable? (Analyze in the light of past projects, other current projects, and probable future projects.)	■	☐	☐
4. Would the project cause substantial adverse effects on human beings, either directly or indirectly?	☐	■	☐

G. ON THE BASIS OF THIS INITIAL STUDY

☐ I find the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared by the Department of City Planning.

☐ I find that although the proposed project could have a significant effect on the environment, there WILL NOT be a significant effect in this case because the mitigation measures in the discussion have been included as part of the proposed project. A NEGATIVE DECLARATION will be prepared.

■ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

Date: March 6, 2002

PAUL E. MALTZER
Environmental Review Officer
for
Gerald G. Green
Director of Planning

2001.0062E- 491 Bayshore/196 Loomis Avenue

Appendix B

Intersection Level of Service Designations

APPENDIX B

INTERSECTION LEVEL OF SERVICE DESIGNATIONS

Existing and future traffic conditions at signalized intersections within the primary study area have been evaluated using the TRAF-NETSIM Traffic Simulation Model. Conditions at signalized intersections in the secondary study area have been evaluated using the *1985 Highway Capacity Manual* (Transportation Research Board, 1985) operations methodology. Both methodologies use the concept of Level of Service (LOS), which, for signalized intersections, is defined in terms of delay, or waiting time at a signal. Delay is a measure of driver discomfort, frustration, fuel consumption, and lost travel time. Intersection LOS, determined according to the vehicle delay in seconds per vehicle, range from LOS A (very low delay) to LOS F (forced flow). Table B-1 provides more detailed descriptions of the six LOS, A through F, for signalized intersections using the *1985 Highway Capacity Manual* method. The TRAF-NETSIM simulation calculates LOS in much the same way, with similar results, but refines the analysis based on signal progression along streets, such as the Embarcadero, and based on spill-back, when queues from one intersection extend back to a previous intersection.

In the past, for planning applications, the City of San Francisco has used a slightly different methodology than the TRAF-NETSIM or *1985 Highway Capacity Manual* to analyze operations at signalized intersections. That method, known as the *Critical Lane Analysis* (Transportation Research Circular Number 212, Transportation Research Board, 1980), determines the ratio of critical opposing traffic volumes to theoretical intersection capacity, yielding the volume-to-capacity (v/c) ratio. Intersection LOS, determined according to the value of the v/c ratio, range from LOS A (free flowing condition) to LOS F (severely congested conditions). Table B-2 provides more detailed descriptions of the six LOS, A through F, for signalized intersections using the *Critical Lane Analysis* methodology.

Although the two methodologies for calculating the LOS differ, there is usually a good correlation between the LOS calculated using either method of analysis. It is only when high levels of congestion occur that differences between the two methodologies may be more apparent. As an example, using the *1985 Highway Capacity Manual* methodology, an intersection may be operating at a LOS F, with poor traffic progression, many signal cycle failures and vehicle delays above 60 seconds per vehicle; however, the v/c ratio could be below one, which would mean a LOS E using the *Critical Lane Analysis* methodology. Conversely, using the *1985 Highway Capacity Manual* methodology, an intersection may be operating at LOS D, with an efficient signal progression handling large traffic volumes; however, the v/c ratio could be above 0.9, which would mean a LOS E using the *Critical Lane Analysis* methodology.

TABLE B-1
SIGNALIZED INTERSECTION LEVEL OF SERVICE DEFINITIONS BASED ON DELAY

LEVEL OF SERVICE	TYPICAL DELAY (SEC/VEH)	TYPICAL TRAFFIC CONDITION
A	≤ 5.0	**Insignificant Delays:** No approach phase is fully utilized and no vehicle waits longer than one red indication.
B	5.1 - 15.0	**Minimal Delays:** an occasional approach phase is fully utilized. Drivers begin to feel restricted.
C	15.1 - 25.0	**Acceptable Delays:** Major approach phase may become fully utilized. Most drivers feel somewhat restricted.
D	25.1 - 40.0	**Tolerable Delays:** Drivers may wait through more than one red indication. Queues may develop but dissipate rapidly, without excessive delays.
E	40.1 - 60.0	**Significant Delays:** Conditions are generally the limit of acceptable delays. Vehicles may wait through several signal cycles and long queues of vehicles from upstream.
F	> 60.0	**Excessive Delays:** Represents unacceptable conditions with extremely long delays. Queues may block upstream intersections.

Sources: *Highway Capacity Manual*, Highway Research Board, Special Report No. 209, Washington, D.C., 1985; *Interim Materials on Highway Capacity*, Circular 212, Transportation Research Board, 1980; Korve Engineering.

TABLE B-2
ARTERIAL LEVEL OF SERVICE DEFINITIONS BASED ON TRAVEL SPEED

ARTERIAL CLASS	I	II	III
RANGE OF FREE FLOW SPEEDS (mph)	45 to 35	35 to 30	35 to 25
TYPICAL FREE FLOW SPEED (mph)	40	35	27
LEVEL OF SERVICE	AVERAGE TRAVEL SPEED (mph)		
A	≥ 35	≥ 30	≥ 25
B	≥ 28	≥ 24	≥ 19
C	≥ 22	≥ 18	≥ 13
D	≥ 17	≥ 14	≥ 9
E	≥ 13	≥ 10	≥ 7
F	< 13	< 10	< 7

Level of Service A: Primarily free-flow operations at average travel speeds, usually about 90 percent of the free flow speed for the arterial class. Vehicles are completely unimpeded in their ability to maneuver within the traffic stream. Stopped delay at signalized intersections is minimal.

Level of Service B: Reasonably unimpeded operations at average travel speeds, usually about 70 percent of the free flow speed for the arterial class. The ability to maneuver within the traffic stream is only slightly restricted and stopped delays are not bothersome. Drivers are not generally subjected to appreciable tension.

Level of Service C: Stable operations. However, ability to maneuver and change lanes in mid-block locations may be more restricted than in LOS B, and longer queues and/or adverse signal coordination may contribute to lower average travel speeds of about 50 percent of the average free flow speed for the arterial class. Motorists will experience an appreciable tension while driving.

Level of Service D: Borders on a range on which small increases in flow may cause substantial increases in approach delay and, hence, decreases in arterial speed. This may be due to adverse signal progression, inappropriate signal timing, high volumes, or some combination of these. Average travel speeds are about 40 percent of free flow speed.

Level of Service E: Significant approach delays and average travel speeds of one-third the free flow speed or lower. Such operations are caused by some combination or adverse progression, high signal density, extensive queuing at critical intersections, and inappropriate signal timing.

Level of Service F: Extremely low speeds below one-third to one-quarter of the free flow speed. Intersection congestion is likely at critical signalized locations, with high approach delays resulting. Adverse progression is frequently a contributor to this condition.

Source: Highway Capacity Manual, Special Report 209, Transportation Research Board, 1980.

To estimate the number of trips that would be generated by the proposed project during the weekday PM peak hour and the Saturday midday peak hour, driveway counts were performed at similar Home Depot stores in California (see Table B-3). From this data, vehicle-trip generation rates were developed based on the size of the stores (including the Garden Center) and the peak hour in/out volumes (which include both customer and employee trips). During the weekday PM peak hour, the average trip generation rate for these study locations was 5.54 vehicle-trips per 1,000 square, with approximately 48 percent of the vehicle-trips inbound to the site and 52 percent outbound from the site (see Table B-4). During the Saturday midday peak hour, the average trip generation rate was 8.88 vehicle-trips per 1,000 square feet, with approximately 52 percent inbound to the site and 48 percent outbound from the site.

Weekday Peak Hour of Activity Trip Generation: Transportation impact analyses are typically performed for the weekday PM peak hour (generally 5:00 to 6:00 p.m.) and the Saturday midday peak hour (generally 12:00 to 1:00 p.m.), which represents the worst weekday and weekend conditions of the local transportation network. However, the peak hour of activity of the proposed project land use typically occurs during the middle of the day during the week. During this period, there would be the maximum number of vehicles entering and exiting at the project driveways on a weekday. For this time period, although the proposed project would generate more vehicle-trips than during the weekday PM peak hour, the total intersection volumes would be lower, resulting in equal to or better intersection operating condition; as such, only the queuing analysis was conducted for this time period. It was estimated that the trip generation during the peak hour of activity would be approximately 25 percent greater than during the weekday PM peak hour, which would result in a trip generation rate of about 6.93 vehicle-trips per 1,000 square feet.[1] In addition, it was estimated that 52 percent of the vehicle-trips would be inbound to the site and 48 percent would be outbound from the site during this period.

As a means to determine the distribution of the vehicle-trips generated by the proposed project, demographic forecasts for the proposed Bayshore Boulevard location were provided by the project sponsor. The project sponsor hired a market research firm to estimate the geographic location of its potential customers. This distribution was determined at a zip code level and accounted for the characteristics of the proposed store and its surrounding population. The characteristics of the store included the location of sister stores and the location of nearby competitors. The characteristics of the potential users was based on various factors of each nearby zip code, including the average distance to the store, number of dwelling units, percent of units that are owner occupied, and the median income of residents. Table B-5 presents the distribution of the visitor trips generated by the proposed project, aggregated into the San Francisco Planning Department's standard geographical regions. It was assumed that the geographical distribution of visitor trips to the proposed project would be the similar for employee trips and would be constant for all analysis time periods.

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[1] Institute of Transportation Engineers (ITE) Trip Generation, 6th Edition. Land Use #862.

TABLE B-3
TRIP GENERATION SUMMARY*

WEEKDAY PM PEAK HOUR[1]							
		Inbound		Outbound		Total	TripGen
Store Location	Size (gfa)	Count	Percent	Count	Percent	Volume	Rate
Campbell, CA	121,037	282	44.9%	346	55.1%	628	5.19
Hollywood, CA	121,473	341	47.7%	374	52.3%	715	5.89
San Jose, CA	144,521	303	49.3%	312	50.7%	615	4.26
Colma, CA	113,126	392	50.6%	382	49.4%	774	6.84
Average	*125,039*	*330*	*48.2%*	*354*	*51.8%*	*683*	*5.54*
Proposed Project	**153,100**	**409**	**48.2%**	**439**	**51.8%**	**849**	**5.54**
WEEKEND MIDDAY PEAK HOUR[2]							
		Inbound		Outbound		Total	TripGen
Store Location	Size (gfa)	Count	Percent	Count	Percent	Volume	Rate
Colma, CA - weekday	113,126	334	49.7%	338	50.3%	672	5.94
Colma, CA - weekend	113,126	520	51.8%	484	48.2%	1,004	8.88
Proposed Project	**153,100**	**657**	**51.8%**	**611**	**48.2%**	**1,268**	**8.28**

Sources: The Home Depot, Wilbur Smith Associates, March 2002 (plan CA-862t).

Notes:
[1] Based on in/out counts conducted in July 1999.
[2] Based on in/out counts conducted in winter 1995/96.

TABLE B-4
TRIP GENERATION SUMMARY

WEEKDAY PEAK HOUR[1]							
		Inbound		Outbound		Total	TripGen
Store Location	Size (gfa)	Count	Percent	Count	Percent	Volume	Rate
Proposed Project	**153,100**	**551**	**52.0%**	**509**	**48.0%**	**1,060**	**6.93**

Sources: The Home Depot, Wilbur Smith Associates, March 2002 (plan CA-862t).

Note:
[1] Based on 25% increase (from ITE).

TABLE B-5
TRIP DISTRIBUTION ESTIMATES FROM MARKET SHARE ANALYSIS

Area	General Area (via Zip Codes)	Market Share
SD 1	½ Civic Center, ½ SoMa, 1/4 Mission Bay	4.1%
SD 2	½ Civic Center, Haight, 1/4 Noe	8.4%
SD 3	½ SoMa, 3/4 Mission Bay, 3/4 Noe, Twin Peaks, Mission, Bayview, Balboa, Vis, ½ West Portal	59.0%
SD 4	½ West Portal, Lake Merced	5.0%
EB		0.0%
NB		0.0%
SB	South Bay/Peninsula (Brisbane, Colma, South SF, Millbrae, Other)	23.6%
Total		**100.0%**

Based on the demographic forecasts, it was estimated that 76 percent of the of the visitors to the proposed project would come from San Francisco, with the remainder from the cities to the south (including Brisbane, Daly City, South San Francisco, San Mateo, Millbrae, San Bruno and Colma).

This distribution was used as the basis for assigning the project-generated trips to the local streets and regional freeways in the study area. For each zip code, potential vehicular routes to and from the project site were identified (with consultation of Planning Department staff), and traffic was assigned based on the most convenient routes. Based on the location of the major roadways and the freeways and their on- and off-ramps, it was estimated that approximately 24 percent of the vehicles would approach the proposed project from southbound Bayshore Boulevard, 48 percent from northbound Bayshore Boulevard, 13 percent from Cortland Avenue and 15 percent from Loomis Street. These assignments were used for all analysis time periods.

Appendix C

Diesel Exhaust Particulate Health Risk Assessment

APPENDIX C

DIESEL EXHAUST PARTICULATE HEALTH RISK ASSESSMENT

Source Characteristics

The health risk assessment was based on a daily heavy-duty diesel truck trip generation of 30 trips per day (15 inbound, 15 outbound). It was assumed all truck trips would travel to the site on U.S. 101 northbound and return to U.S. 101 southbound after delivery. The modeling effort focused on Loomis Street east of the project site and near the loading dock area.

The loading dock area was defined as an area source. Loomis Street was modeled as a series of four area sources. The area sources were assumed to have a height of 4.15 meters.[1]

Emissions

The EMFAC-2002 emissions model was used to predict emissions within each of the five area sources. Within the loading dock area emissions were estimated assuming 1 minute idling for each inbound and outbound movement and using the EMFAC-2002 idle emission factor for heavy-duty diesel engines. Within the four area sources representing the Loomis Street travel lanes emissions were calculated based on the EMFAC-2002 emission factor, the length of the area source and the number of trucks. For all area sources, the emission was converted to grams per second per square meter.

Modeling

The standard approach to determine the ground-level concentration to which the population is exposed is through the use of air dispersion models. These models are complex mathematical routines that run on a digital computer to predict the ambient concentrations due to a particular emission. The model used in this assessment was the U.S. EPA-approved guideline model, Industrial Source Complex for Short-Term Impacts (ISCST3).[2] In this analysis, the ISCST3 model was used with all of the regulatory default options. Concentrations were calculated by the model for a series of receptors along the east side of Loomis Street, 7 feet back from the curb and 10 meters apart from the intersection of Waterloo Street to about 150 feet north of the project site.

Health Risk Assessment

In 1998, after a 10-year scientific assessment process, the California Air Resources Board identified particulate matter from diesel-fueled engines as a toxic air contaminant (TAC). TACs do not have ambient air quality standards. TAC impacts are evaluated by calculating the health risks associated with a given exposure. Two types of risk are usually assessed: chronic cancer risk and chronic/acute non-cancer risk. Diesel particulate has been identified as a carcinogenic material and has a Unit Risk Factor, but is not considered to have acute non-cancer risks.

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[1]California Air Resources Board, Risk Reduction Plan to Reduce Particulate Matter Emissions from Diesel-Fueled Engines and Vehicles, October 2000.

[2]U. S. Environmental Protection Agency, User's Guide for the Industrial Source Complex (ISC3) Dispersion Models, Report EPA-454/b-95-003a, September 1995.

The BAAQMD's threshold of signficance for toxic air contaminants is based on the calculated incremental cancer risk calculated at the point of maximum residential or maximum off-site worker exposure, whichever is greater. The ISCST-3 model was used to calculate an annual maximum concentration at the expected point of maximum impact. Since this is a commercial rather than residential area, the Maximally Exposed Individual would have worker rather than residential exposure.

The ISCST-3 program calculated concentrations for discrete receptors located close to the east side of Loomis Street. The maximum annual concentration at these receptors was used in the calculation of cancer risk.

The Unit Risk Value for diesel exhaust particulate recommended by the California Office of Environmental Health Hazard Assessment (OEHHA) is $3.0x10^{-04}$ per microgram per cubic meter (ug/m^3). This means that for receptors with an annual average concentration of 1 ug/m^3 in the ambient air, the probability of contracting cancer over a 70-year life span is 300 in one million ($300x10^{-06}$). The Unit Risk Value assumes that a person is exposed continuously for 70 years. Workplace exposures are generally assumed to occur for only 47 years instead of 70 years and 8 hours per day instead of 24, requiring that worker risks adjusted.

Table C-1 shows the results of the risk screening calculation. The calculated risk for the maximally exposed worker is $0.52x10^{-6}$ (0.52 in one million).

Calculated risk is below the BAAQMD significance threshold for the Maximally Exposed Individual (MEI) of ten in one million. The Annual Average Concentration is also well below the chronic inhalation Reference Exposure Level (REL) for diesel exhaust particulate of 5 ug/m^3. The REL is the concentration at or below which no adverse non-cancer health effects are anticipated.

Table C-1: Calculated Excess Carcinogenic Risk

Annual Average Concentration (ug/m^3)	Unit Risk Factor	Unadjusted Risk	Adjusted Risk[3]
0.00774	$3.0x10^{-4}$	$2.32x10^{-6}$	$0.52x10^{-6}$

[3] The Unit Risk Factor is based on a 70-year lifetime of exposure. Workplace exposures are generally assumed to occur for only 47 years instead of 70 and 8 hours per day, requiring an adjustment of the calculated risk.

Appendix D

Distribution List

APPENDIX D
DRAFT EIR DISTRIBUTION LIST

A. DRAFT EIR DISTRIBUTION LIST

FEDERAL AND STATE AGENCIES

State Office of Intergovernmental Management (15 copies)
State Clearinghouse
1400 Tenth Street Room 121
P.O. Box 3044
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	FAX: 558-6426	FAX: 558-6409	FAX: 558-5991	WWW.SFGOV.ORG/PLANNING

DATE: March 29, 2003

TO: Distribution List for the 491 Bayshore Boulevard, Home Depot Project Draft EIR

FROM: Paul Maltzer, Environmental Review Officer

SUBJECT: Request for the Final Environmental Impact Report for the 491 Bayshore Boulevard, Home Depot Project (Case Number 2001.0062E)

This is the Draft of the Environmental Impact Report (EIR) for the 491 Bayshore Boulevard, Home Depot Project. A public hearing will be held on the adequacy and accuracy of this document. After the public hearing, our office will prepare and publish a document titled "Summary of Comments and Responses" which will contain a summary of all relevant comments on this Draft EIR and our responses to those comments; it may also specify changes to this Draft EIR. Public agencies and members of the public who testify at the hearing on the Draft EIR will automatically receive a copy of the Comments and Responses document, along with notice of the date reserved for certification; others may receive such copies and notice on request or by visiting our office. This Draft EIR together with the Summary of Comments and Responses document will be considered by the City Planning Commission in an advertised public meeting and certified as a Final EIR if deemed adequate.

After certification, we will modify the Draft EIR as specified by the Comments and Responses document and print both documents in a single publication called the Final Environmental Impact Report. The Final EIR will add no new information to the combination of the two documents except to reproduce the certification resolution. It will simply provide the information in one rather than two documents. Therefore, if you receive a copy of the Comments and Responses document in addition to this copy of the Draft EIR, you will technically have a copy of the Final EIR.

We are aware that many people who receive the Draft EIR and Summary of Comments and Responses have no interest in receiving virtually the same information after the EIR has been certified. To avoid expending money and paper needlessly, we would like to send copies of the Final EIR to private individuals only if they request them.

If you would like a copy of the Final EIR, therefore, please fill out and mail the postcard provided inside the back cover to the Office of Environmental Review within two weeks after certification of the EIR. Any private party not requesting a Final EIR by that time will not be mailed a copy. Public agencies on the distribution list will automatically receive a copy of the Final EIR.

Thank you for your interest in this project.